Investors' Supplement

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

May, 1887.

VOLUME XLIV.

WILLIAM B. DANA & CO., PUBLISHERS,
102 WILLIAM STREET, NEW YORK.

The Investors' Supplement is issued once in two months, viz., on the last Saturday of January, March, May, July, September and November, and one copy of each issue is furnished to every subscriber of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, or to others than subscribers at $1 per copy.

Entered according to Act of Congress in the year 1887, by WILLIAM B. DANA & CO., in the office of the Librarian of Congress, Washington, D. C.]

CHRYSTIE & JANNEY

BANKERS,

Nos. 23 & 25 Nassau Street,

COR. OF CEDAR ST. **NEW YORK.**

Transact a general banking business.
Receive deposits subject to check at sight. Allow interest on daily balances.
Deal in United States Government and railroad bonds, and State, County and Municipal securities.
Make collection of drafts, notes, dividends and coupons throughout the United States and Canada.
Render statements of current accounts monthly.
Give special attention to consignments of bullion, and make liberal advances on same when desired.
And invite correspondence.

Marietta & North Georgia RR. Company.

We offer for sale, at par and accrued interest, **the First Mortgage 50-year 6 per cent Gold Bonds** of this company, issued for the purpose of changing the gauge of the existing road to standard width, and for extending the same to Atlanta and Knoxville.

The bonds will be ready for delivery on or before June 1 proximo.

N. B.—Any existing bonds of the company will be received, in payment for those now offered, at the same price.

Circulars giving full information may be had on application to either of the undersigned.

Boody, McLellan & Co.,
57 BROADWAY, N. Y.

JAMES U. JACKSON,
AUGUSTA, GEORGIA.

FOR SALE

Equitable Gas Light Co. of New York

REGISTERED

6 PER CENT CERTIFICATES OF INDEBTEDNESS.

Dated June 1, 1886. Redeemable June 1, 1891. Payable June 1, 1896, at **103** and interest.
Interest payable semi-annually, June and December.

CAPITAL STOCK OF THE COMPANY, $3,000,000,

Paid in, and selling in the open market at **127**, and is now paying dividends at rate of 8 per cent per annum.

NEW YORK & NEW JERSEY TELEPHONE CO.

First Mortgage 6 per cent Bonds, Interest March and September 1st, dated March 2d, 1885; redeemable March 1st, 1895; payable March 1st, 1905. Authorized issue, $600,000. *Outstanding,* $400,000.

This mortgage covers all their property of every description, and any which may be hereafter acquired. Capital stock, $2,400,000, is selling about 90, and on which the Company is paying dividends at the rate of 6 per cent per annum. Net earnings, 1886, $196,000. Trustees of the mortgage, Henry S. Hyde, Springfield, Mass.; Burton N. Harrison, New York. Price, 98, and interest. Pays investor 6¼ per cent.

Dealers in Bonds of the Cities of New York, Brooklyn, Chicago, Cincinnati, St. Louis, Omaha, Columbus, Toledo, Detroit, Cleveland, St. Paul; and also for sale, other first-class Investment Bonds.

BLAKE BROS. & CO.

18 Wall St., New York. 28 State St., Boston, Mass.

Investors' Supplement

OF THE

COMMERCIAL & FINANCIAL CHRONICLE.

[Entered according to act of Congress, in the year 1887, by WM. B. DANA & CO., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 44. NEW YORK, MAY 28, 1887.

INVESTORS' SUPPLEMENT.

TERMS:

The SUPPLEMENT is published on the last Saturday of every other month—viz., January, March, May, July, September and November; and one copy of each issue is furnished, without extra charge, to all regular subscribers of the COMMERCIAL AND FINANCIAL CHRONICLE. Additional copies of any issue are sold to subscribers at 50 cents each, and to persons not subscribers at $1 each. No subscriptions are taken for the INVESTORS' SUPPLEMENT apart from the CHRONICLE. Annual subscription price to the CHRONICLE, including the INVESTORS' SUPPLEMENT, is $10 20.

WILLIAM B. DANA & CO., Publishers,

102 *William Street, New York.*

RAILROAD MAPS IN THE SUPPLEMENT.

The railroad maps now published in the SUPPLEMENT include the following roads.

MAP.	PAGE.
Alabama Great Southern. *See* Cincinnati N. O. & T. P.	36
Atchison Topeka & Santa Fe	15
Atlantic & Pacific. *See* Atchison Topeka & Santa Fe	15
Baltimore & Ohio	18
Buffalo Rochester & Pittsburg	21
Canadian Pacific	23
California Southern. *See* Atchison Topeka & Santa Fe	15
Central Branch Union Pacific. *See* Missouri Pacific	70
Central Pacific. *See* Southern Pacific	98
Chesapeake & Ohio	26
Chesapeake Ohio & Southwestern. *See* Chesapeake & Ohio	26
Chicago Milwaukee & St. Paul	29
Chicago & Northwestern	31
Chicago St. Louis & Pittsburg. *See* Penn. RR	85
Chicago St. Paul Minn. & Omaha. *See* Chicago & Northwestern	31
Cincinnati Indianapolis St. Louis & Chicago	34
Cincinnati New Orleans & Texas Pacific	36
Cincinnati Washington & Balt. *See* Baltimore & Ohio	18
Columbus Hocking Valley & Toledo	38
Delaware Lackawanna & Western	41
Denver & Rio Grande	42
Detroit Bay City & Alpena	44
Duluth South Shore & Atlantic	45
Dubuque & Sioux City. *See* Illinois Central	53
East Tennessee Virginia & Georgia	47
Elizabeth. Lexington & Big Sandy. *See* Ches. & Ohio	26
Erie & Pittsburg. *See* Penn. RR	85
Fort Worth & Denver City	49
Galveston Harrisburg & San Antonio. *See* Southern Pacific	98
Grand Rapids & Indiana. *See* Pennsylvania RR	85
Gulf Colorado & Santa Fe	50
Houston & Texas Central. *See* Southern Pacific	98
Illinois Central	53
International & Great Northern. *See* Missouri Pacific	70
Jacksonville Tampa & Key West	55
Kentucky Central. *See* Ches. & Ohio	26
Lake Erie & Western	57
Louisville & Nashville	60
Louisville New Albany & Chicago	63
Louisville New Orleans & Texas	64
Memphis & Charleston. *See* East Tennessee Virginia & Georgia	47
Milwaukee & Northern	67
Minnesota & Northwestern	69
Missouri Kansas & Texas. *See* Missouri Pacific	70
Missouri Pacific	70
Mobile & Ohio	72
Nashville Chattanooga & St. Louis. *See* Louisville & Nashville	60
New York Lackawanna & Western. *See* Del. Lack. & West	41
New York Ontario & Western	76
Norfolk & Western	78
Northern Central. *See* Penn. RR	85
Northern Pacific	80
Orange Belt	82
Oregon Short Line. *See* Union Pacific	104
Pennsylvania	85
Philadelphia & Erie. *See* Penn RR	85
Pittsburg Cleveland & Toledo. *See* Baltimore & Ohio	18
Pittsburg Cincinnati & St. Louis. *See* Penn. RR	85
Pittsburg Ft. Wayne & Chicago. *See* Penn. RR	85
Pittsburg & Western. *See* Baltimore & Ohio	18
Rome Watertown & Ogdensburg	90
Shenandoah Valley. *See* Norfolk & Western	78
St. Louis & San Francisco	94
St. Louis Arkansas & Texas	92
St. Paul Minneapolis & Manitoba	96
Southern Pacific	98
Toledo Ann Arbor & North Mich	100
Toledo & Ohio Central. *See* Columbus Hocking Valley & Toledo	38
Toledo St. Louis & Kansas City	102
Texas & Pacific. *See* Missouri Pacific	70
Union Pacific	104
Utah Central. *See* Union Pacific	104
Utah & Northern. *See* Union Pacific	104
Vicksburg & Meridian. *See* Cinn. New Orleans & Texas Pacific	36
Vicksburg Shreveport & Pacific. *See* Cinn. New Orleans & Tex. Pac.	36

RATES OF INTEREST ON RAILROAD MORTGAGES.

There is one feature of our extensive railroad building that merits special attention. We are building on a scale hardly ever before equaled, single companies building at the rate of two and three miles a day, some of them even calling the electric light to their aid, so as to be able to prosecute the work at night as well as in daytime. Amid this extensive construction of new road, one feature stands out pre-eminent, namely, the greatly reduced rates of interest (as compared with former periods) at which the loans necessary to supply the means for carrying on the new undertakings are put out.

One has only to note the high rates of interest in the bonds now falling due or soon to mature—bonds put out ten, fifteen or twenty years ago—and contrast these figures with the terms on which the same or similar companies borrow money to-day, to see clearly the difference in this respect, and understand and appreciate its significance. Prior to 1873 6 per cent was the minimum; to-day it is the maximum. At the former period 7 and 8 per cent was a common experience, and even 10 per cent was not unusual. Now 6 per cent is exceptional, 5 per cent more nearly the average, 4 per cent and 4½ per cent quite common, while one company is issuing bonds at only 3½ per cent.

Looking over the list we find all the old Atchison's divisional bonds bearing 7 per cent, many of them issued less than ten years ago. The Boston & Albany in 1872 placed a five million twenty-year loan at the same rate of interest. The Central of New Jersey was paying 7 per cent at a time when its stock was earning and receiving regular dividends. The same rate was paid by the Chicago & Alton and the roads in its system, like the St. Louis Jacksonville & Chicago and the Louisiana & Missouri River. The consolidated mortgage of the Chicago Burlington & Quincy, issued in 1873, also bore 7 per cent, while the company is even yet paying 8 per cent on half a dozen old branch or sectional mortgages which still remain unmatured. All the St. Paul's old mortgages are 7s, some as recent as 1878, while the Prairie du Chien 1sts (1868) are 8s. The Chicago & Northwestern has a great variety of old 7s, and one 8 (Iowa Midland issue). The Kansas City & Cameron bonds of the Hannibal & St. Joseph (dated 1867 and having 25 years to run) are 10 per cents. Both the consol. 1st mortgage of 1870 and the consol. 2d mortgage of 1873 of the Lake Shore bear 7 per cent, while several of the old sectional issues bear 8 per cent. The Lehigh Valley has some 7s issued in 1870, while the Louisville & Nashville has a number of different issues still out at that figure. The Michigan Central finds itself obliged to pay 8 per cent on no less than four old divisional issues, while the consol. mortgage of 1872 was originally

put out at 7 per cent. The Norfolk & Western still has some divisional 8s out, while the adjustment mortgage of 1884 was at 7 per cent. The old Ohio & Mississippi bonds are all 7s, while the three issues of Pittsburg Fort Wayne & Chicago bonds were all put out in 1862 and are likewise 7s. The St. Louis Alton & Terre Haute bonds were issued in the same year, and bear the same rate. The Union Pacific has nearly fifteen millions of 8s still out—the sinking fund bonds of 1874. And so we might multiply instances to show how general these higher rates were a decade or more ago. It is particularly to be noted that the cases we have cited are not those of minor or insignificant roads, but all prominent and large companies, embracing leading trunk lines and many of the principal Western systems. In other words, the illustrations we have chosen are representative ones, and thus reflect correctly the course of interest rates in railroad mortgages in former eras.

As against such rates, the interest figures in railroad mortgages to-day represent a vast degree of progress and improvement. We need not refer to cases of old roads of exceptional credit, wanting money for improvements, like the New York New Haven & Hartford, which as early as 1883 issued a 4 per cent loan, nor to cases like those of the prior lien bonds of the Erie, where as the bonds mature they are extended at a low rate of interest, retaining the same lien on the property as before. Nor need we refer to the many low-rate bonds issued by reorganized companies after previous default. These would hardly answer as types showing the reduced charges at which new construction work is being carried on. For this purpose we must take the bond issues of some of the larger Western and Southwestern roads, which are now extending their mileage at such a very rapid rate and putting out additional loans to pay for the same, and here we find a very favorable state of things.

The Atchison Topeka & Santa Fe is doing all its new construction work at 5 per cent. The Chicago division (Chicago Santa Fe & California), the new roads in Kansas, built under the charter of the Chicago Kansas & Western, and the Gulf division of the Southern Kansas, are all bonded in 5 per cents. The St. Louis & San Francisco, which is a sort of joint partner with the Atchison in some of its undertakings, is also borrowing at 5 per cent, the Texas extension having been built with general mortgage 5 per cents—the bonds originally issued under this mortgage, when it was made in 1881, were 6 per cents.

The Chicago Rock Island & Pacific is also just now doing much new work, and early in the year negotiated 10 million dollars of its extension and collateral bonds of 1884 with the Messrs. Brown Brothers, Kuhn, Loeb & Co. and J. & W. Seligman & Co. The bonds bear 5 per cent interest, and are secured by first mortgages on the new road built. The Chicago Milwaukee & St. Paul is likewise borrowing at 5 per cent, over ten millions of bonds at that rate having been put out during 1886. The Kansas City extension is being built with 5 per cents, and there is a great number and variety of divisional mortgages with interest at the same figure. Coming nearer home, we find the Norfolk & Western, which has been accustomed to pay much higher rates, and which is not a corporation of the magnitude of many Western companies—this company has just placed 5 per cent bonds for building the Clinch Valley road to a connection with the Louisville & Nashville system. But in reality the list of 5 per cent obligations might be extended indefinitely, hardly any corporation of prominence issuing new mortgages now at a higher rate than that.

It will be interesting now to note some new mortgages issued on terms still more favorable to the borrowers. As bearing on this point, quite a number of companies can be singled out which pay no more than 4 per cent for their new loans. The Chicago Burlington & Northern—the Burlington & Quincy extension to St. Paul—issued 1st mortgage 5 per cents, and, subsequently, to complete the work of construction and equipment, put out some debentures bearing 6 per cent interest; but the Burlington & Quincy itself, on its own issues, has no difficulty in securing money at 4 per cent; and that has been the rate in the new bond issues for some years. The Denver extension mortgage, for instance, is a 4 per cent. So is the new Nebraska extension mortgage. This latter is to be quite an extensive issue, though the company stipulates that the amount for 1887 shall not exceed the present 12 millions.

The Chicago & Northwestern is another company which has recently put out a large amount of 4s for new construction purposes. The trust was created last year, and provides for a total issue not exceeding $20,000,000, to be known as Chicago & Northwestern extension bonds of 1886, and to be secured (as in most cases of this kind) by a deposit of 1st mortgage bonds on new road built. The rate of interest is not to exceed 5 per cent, and all the bonds issued thus far (over 8 million dollars have been issued) have been put out at 4 per cent. In the case of this company a direct and striking illustration of the reduction in interest rates is afforded by contrasting the present rate of 4 per cent with that of 6 per cent in a similar trust created in 1879. This 1879 trust was for only $15,000,000, and it was because the limit under it had been reached that the new trust was created. It should be said that the improvement in the road's borrowing capacity has been gradual, for all the bonds issued under the old trust did not bear 6 per cent; after some six millions bonds had been issued, the rate on the remainder was placed no higher than 5 per cent. Thus the Northwest has been steadily working down towards lower figures, as its credit and circumstances improved. First we see it reducing from 7 to 6, then from 6 to 5, and now from 5 to 4 per cent.

But the Northwest and the Burlington are old established companies of excellent financial standing and wide repute. What shall we say when we find a new company which did not come into existence till 1879, and then was formed by a reorganization of roads previously in default—what stronger evidence of the ability of our railroads to borrow on improved terms than when we see a company of this kind issuing bonds for new work at 4 per cent interest. We refer to the St. Paul Minneapolis & Manitoba. Of course since its organization the Manitoba has been greatly enlarged and extended, so that it has now become a prominent system, while at the same time it has been unusually successful and prosperous. The 4 per cent bonds which the Manitoba has issued cover the extension to Great Falls, Montana; only seven millions will be issued just now, dated June 1, 1887, but the mortgage is to cover a total issue of 25 million dollars—at a rate not exceeding an average of $25,000 per mile. Stockholders were offered the right to subscribe for these bonds at 80. The Manitoba is pushing this Montana extension with marvelous rapidity—probably in a way and at a rate never before equaled. Three crews of men are employed during the twenty-four hours, and work is prosecuted both day and night. In this way it is believed five miles of track can be laid every day.

The most striking example of ability to borrow on low rates, however, is that of the Illinois Central, whose latest bond issue bears only 3½ per cent interest. The company

came down from 6 to 5, then to 4, and now to 3½. Some Southern divisional bonds of the Illinois Central are still out, bearing 8 per cent interest, though of course these were placed long before the Central became identified with the property. The 3½s do not yet sell at par, but neither do the 4s of some of the companies mentioned above. Thus the Chicago Burlington & Quincy extension bonds were issued at 98 and accrued interest, and the extension 4s of the Northwest sell at about 97.

Among the Eastern trunk lines, the Baltimore & Ohio is building to Philadelphia and New York, and gets the means for the work by the issue of bonds at 4½@5 per cent; and the Pennsylvania—always busily at work strengthening its local business and connections—is making stock allotments, and obtaining funds in this way, though we may say that the latter company's trust loan of 1883 is a 4½ per cent obligation, and there is also a 4½ per cent loan on the Western lines of the same system.

To-day no railroad would offer more than 6 per cent on a bond, even if the enterprise lacked merit. To offer more than that would be sure to excite suspicion and distrust. Yet it is not so very long ago, as we see, that 7 or 8 per cent had to be paid to make it an inducement for moneyed people to take the securities. Why the difference? Obviously because the situation of affairs has completely changed. In the earlier period railroads were an experiment—at least they were, on the scale in which we were building them. The providing of new avenues of commerce had never before been attempted on an equal magnitude. Now they have passed the experimental stage. They have demonstrated their ability to supply themselves with traffic—their sustenance.

Moreover, the country itself has acquired solidity and strength, and this is another element that has contributed to reduce the rates of interest. Both our external and internal trade has assumed gigantic proportions. It is no longer a question whether the country can support the railroads, but whether the railroads will supply all the needs of the country for cheap and quick transportation. There being thus no doubt that profit and success await prudent railroad management, and all the country's affairs being on a more solid basis, loans are obtained with greater facility and on easier terms. The foreigner is willing to accept lower rates. The risks, the hazards attending earlier efforts, required corresponding profits. These risks and hazards no longer exist in the same degree or kind. Now the buyer has only to determine whether the particular project in which he is asked to place his money is likely to succeed, and not whether railroads, *per se*, are likely to prove successful. This has largely changed the character of foreign ownership in American railroad property. It is not alone the venturesome, and persons willing to run risks in the hopes of large gains, who are now represented, but that large class also who buy simply for investment. Besides, we have been accumulating great wealth; that, too, must be invested, and much of it now lies in railroad stocks and bonds. Moreover, with the development of greater stability in all our industries, capitalists and investors have become willing to accept lower remuneration for the use of money. The margin of profit is small everywhere. And with this the tendency in other branches, it would be strange indeed if the railroad industry proved an exception to the rule. It should also be remembered that now our monetary system is on a gold basis, while prior to 1879 it was on a paper basis, uncertain and precarious; and for this the railroads had to pay (in higher rates of interest and other ways) as well as every one else. Finally, the United States has become known all over the world as a field for profitable enterprise, and this naturally makes outsiders more disposed to compete with our own people for United States investments. Hence the lowering of interest in railroad mortgages is the result not of any one cause but of a variety of causes.

This change to lower rates is beneficial to our railroads in a number of ways. In the first place, it diminishes the liability to default. Ten millions four or five per cents require an annual charge of only $400,000 or $500,000 per annum, while the same amount of 7s or 8s would call for $700,000 or $800,000 per annum—an important saving. With this saving competition can be better endured, and there is less likelihood of a road being pushed to the wall by it. But the most important aspect of the case is, that it enables many large companies to undertake the work of building new branches, feeders and extensions, who would otherwise be debarred from doing so—the charge to be incurred at the higher rates would be too great. And it is significant that the bulk of the present new construction is being done by large companies of ample resources and large earnings. Should the expectations entertained with regard to this mileage fail to be realized, these companies are in position to bear the burden imposed by it till the growth of traffic makes it self-sustaining. In the meantime a wider range of territory is opened up, which is sure to profit the general industries of the country, and in the end also the particular companies engaged in the work.

There is still another aspect in which this reduction of interest is important. We mean in reference to its bearing upon the future. Within the next ten or fifteen years a vast amount of indebtedness at high rates will mature, and this of course the companies can renew at much lower rates. By the extent of the difference the amount at the disposal of the stockholders annually will be increased, not necessarily for dividends, but to strengthen and improve their properties and meet increased competition and lower rates for passengers and freight. It is not generally understood how great a reduction in interest rates is likely to result in the case of particular bonds and roads. At the beginning of this article we pointed out that such prominent companies as the Lake Shore, the Michigan Central, and the Burlington & Quincy, all still have some old 8 per cent bonds outstanding. And if these bonds should be extended at 4 per cent, there would be a saving of just one-half the interest at present paid on them. As illustrating the effect on particular companies, we may mention the case of the St. Louis Alton & Terre Haute. The whole of this company's direct debt, comprising six distinct issues, falls due in 1894. Leaving out the dividend bonds, which bear 6 per cent interest if earned, and on which nothing is being paid, all the remaining issues bear and receive 7 per cent. The amount of these latter being $6,700,000, if at maturity they should be replaced by bonds bearing even 5 per cent interest (the Cincinnati Indianapolis St. Louis & Chicago proposes to fund its debt at 4 per cent) the saving would be $134,000 per year. How important this would be to a company having only $2,300,000 of common stock and $1,357,000 of dividend bonds (there is also $2,468,400 of preferred stock, but this until the late year received dividends) can easily be imagined. Of course this is an extreme case, but it serves as a striking instance of the possible effects later on of the cheaper rates at which railroads now borrow money. In most other cases the saving will come gradually, a small amount of bonds maturing in each year.

STOCK AND BOND TABLES.

NOTES.

These tables are expressly intended to be used in connection with the information concerning investment matters published from week to week in the CHRONICLE—to which an index is furnished in the remarks on each page. Annual reports are in black-faced figures.

The following will give explanations of each of the columns of the tables below:

Description.—Railroads leased are sometimes given under the lessee's name. Abbreviations used are: M. for "mortgage," s. f. for "sinking fund," l. gr. for "land grant," reg. for "registered." coup. for "coupon," br. for "branch," guar. for "guaranteed," en. for "endorsed."

Date of Bonds.—The date of issue is referred to in this column.

Miles of Road.—Opposite stocks, this means the miles of road operated; opposite bonds, the miles covered by the mortgage.

Size or Par Value.—These figures are dollars, showing the denominations or par value. The figures "100, &c.," signify $100 and larger.

Rate Per Cent.—The interest *per annum* is given for bonds, but the per cent of *last dividend* for stocks; *g* means gold; *x.* extra: *s.* stock or scrip.

When Payable.—J. & J. stands for Jan. & July; F. & A., Feb. & Aug.; M. & S., March & Sept.; A. & O., April & Oct.; M. & N., May & Nov.; J. & D., June & Dec.; Q.—J., quarterly from January; Q.—F., quarterly from Feb.; Q.—M., quarterly from March.

Bonds, principal when due; Stocks, last dividend.—The date in this column shows the period when the principal falls due of *bonds*, but the time when the last dividend was paid on *stocks*.

UNITED STATES BONDS.

DESCRIPTION.	Authorizing Act.	Size or par value.	Amount outstanding. May 1, '87.	INTEREST. Rate.	When pay'ble	Where payable and by whom.	Principal—When due.
4s of 1907, coup. and reg., incl. refund. certfs.	1870 & '71	$50&c.	$737,975,250	4, coin.	Q.—J.	U. S. Treasury & Sub Treas.	July 1, 1907
4½s of 1891, coupon and registered	1870 & '71	50&c.	250,000,000	4½, coin.	Q.—M.	do do	Sept. 1, 1891
3 per cents, reg., including Navy Pension, fd.	July 12, '82	50&c.	42,079,950	3, coin.	Q.—F.	do do	At will.
Currency 6s, registered	J'y '62&'64	1000&c.	64,623,512	6	J. & J.	U. S. Treasury.	1895-6-7-8-9

All the Government bonds except the currency sixes are redeemable in *coin*, the sort of coin not being specified. The fours and four and a halfs are issued in bonds of $50, $100, $500 and $1,000, both coupon and registered issues, and the registered bonds also in pieces of $5,000, $10,000, $20,000 and $50,000. The three per cents are redeemable at the pleasure of the Government. The United States currency sixes are all registered, issued in pieces of $1,000, $5,000 and $10,000, are payable in "lawful money," and mature as follows: $3,002,000 in 1895, $8,000,000 in 1896, $9,712,000 in 1897, $29,904,952 in 1898 and $14,004,560 in 1899. The interest on registered bonds is mailed by check directly to the holders or to any address requested by the registered holders.

STATE SECURITIES.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION.	Date of Bonds.	Size or par Value.	Amount Outstanding	INTEREST. Rate.	When Payable	Where Payable and by Whom.	Principal—When Due.
Alabama—Substitution bonds (A) ($7,000,000).	1876	$100&c.	$6,747,900	4	J. & J.	N. Y., Am. Exch. Nat. Bk.	July 1, 1906
Substitut'n b'ds for RR. (B) ($596,000)	1876	100 &c.	539,000	5	J. & J.	do do	July 1, 1906
do for Ala. & Chatt. (C) ($1,000,000)	1876	100 &c.	953,000	4	J. & J.	do do	July 1, 1906
Funding "obligat'ns" (tax-rec'ble 10-20 yrs.).	1880	....	954,000	6	J. & J.	Montgomery.	Jan. 1, 1900
Arkansas—Funding bonds of 1869 and 1870..	1869 to '70	1,000	1,359,000	6	J. & J.	.....	1899
Funding Bonds 1870 (Holford)	1870	1,000	1,268,000	6	....	.....	1900
Levee bonds (or warrants)	1871	100 &c.	1,986,773	7	J. & J.	.....	1900
Old debt, including interest to 1884	1838 to '39	1,000	2,491,023	6	J. & J.	.....	1860
To Memphis & Little Rock Railroad	1869	1,000	1,200,000	7	A. & O.	.....	1899
To Little Rock & Fort Smith Railroad	1870	1,000	1,000,000	7	A. & O.	.....	1900
To Little Rock, Pine Bluffs & N. Orleans RR.	1870	1,000	1,200,000	7	A. & O.	.....	1900
To Miss., Ouachita & Red River Railroad	1870	1,000	600,000	7	A. & O.	.....	1900
To Arkansas Central Railroad	1870	1,000	1,350,000	7	A. & O.	.....	April, 1900
California—State Capitol bonds	1872	....	250,000	7 g.	J. & J.	Sacramento, Treasury.	July. 1887
Funded debt bonds of 1873	1873	500 &c.	2,698,000	6 g.	J. & J.	do do	1893-94
Connecticut—Bonds, 10-20 year } Coup.	1877	1,000	1,030,000	5	M. & N.	Hartford, Treasury.	May 1, 1897
New bonds (sink. fd.) not taxable } or reg.	1883	1,000	500,000	3½	J. & J.	do do	Jan., 1903
New bonds, reg. do do	1884	1,000	1,000,000	3½	J. & J.	do do	Jan. 1, 1903
New bonds, coup. or reg.	1885	1,000	1,740,000	3	A. & O.	do do	Oct. 1, 1910
Delaware.—Refund'g bds., ser. "A," "B" & "C"	1881	1,000	625,000	4	J. & J.	Phila., Phila. Nat. Bank.	1891, 1901
Bonds, redeemable after June 1, 1895	1885	....	120,000	4	J. & D.	do do	June 1, 1905
School bonds	....	....	156,750	6	....	.....	Jan. 1, 1901
Dist. of Columbia—Perm't imp't, gold, coup.	1872	500 &c.	3,276,500	6 g.	J. & J.	Wash. or N. Y., U. S. Treas.	July 1, 1891
Permanent improvement bonds, coupon	1873	100 &c.	623,000	7	J. & J.	do do	Jan. 1, 1891
Bds for fund'g (Act June 10, '79) coup. or reg.	1879	100 &c.	943,400	5	J. & J.	do do	July 1, 1899
Fund. b'ds (U.S.guar., Acts June, '74& Feb., '75)	1874	50 &c.	14,033,600	3·65	F. & A.	do do	Aug. 1, 1924
Market stock, registered and coupon	1879	50 &c.	146,150	7	J. & J.	do do	July 26, 1892
Water stock bonds, coupon	1871 to '73	1,000	375,000	7	J. & J.	do do	Oct. 1, 1901 & '03
Wash. fund'g, gld, ($628,800 are M.&N., 1902).	1872	100 &c.	1,628,150	6 g.	J. & J.	do do	1892 & 1902
Florida—State bonds	1871	100	280,100	7	Jan.	N.Y., Park Bk. & Tallahassee	Jan. 1, 1901
Gold bonds	1873	100 &c.	7-7,300	6 g.	J. & J.	do do	Jan. 1, 1903
Georgia—Quar. g. bds., act of Sept. 15, 1870	1870	1,000	2,098,000	7 g.	Q.—J.	N. Y., Fourth National Bk.	Oct., 1890
Bonds, act of Jan. 18, 1872	1872	500 &c.	307,500	7	J. & J.	do do	May, 1892
Bonds to fund coupons on endorsed bonds	1876	1,000	542,000	7	J. & J.	do do	July 1, 1896
Bonds exchanged for endorsed RR. bonds	1877	1,000	2,141,000	6	J. & J.	do do	Jan. 1, 1889
Funding bonds, coup. Act Dec. 23, '84	1885	1,000	3,392,000	4½	J. & J.	New York & Atlanta.	July 1, 1915
State University Bonds	1882 & '83	....	254,000	7	....	.....	1932-33-34-35.
Indiana—Temporary loan	1885	....	1,685,000	3½	....	N. Y., Winslow, L. & Co.	1895
School fund bonds (non-negotiable)	1867 to '73	....	3,904,783	6	Various	.....	....
Kansas—B'ds for State purp. } $574,500 held {	1864 to '75	100 &c.	824,500	7	J. & J.	N. Y., First Nat. Bank.	1887 to '95
Military loan } in State f'ds. }	1866 to '69	....	206,000	7	J. & J.	do do	1887 to '99
Kentucky—Bonds, gold	1881	....	500,000	4	....	New York City.	1905
Military bonds	1864 to '66	....	174,000	....	....	.....	1894-96

Alabama.—The "A" bonds bear 5 per cent after 1896. Alabama & Chattanooga endorsed bonds were exchanged for $1,000,000 of the new bonds, Class C. In 1880 the new 6 per cent bonds were issued to retire old 8 per cent "State obligations." Analysis of the debt and funding of 1876 was given in the CHRONICLE, V. 24, p. 28. For the $2,000,000 of State 8 per cent bonds issued to the Ala. & Chatt. RR. under act of Feb. 11, 1870, the State gave the lien on the lands granted to that railroad, 500,000 to 1,200,000 acres. The 10-40's of 1880, due in 1900, may be called at par after 1890. The assessed valuation of real estate and personalty was $152,920,115 in 1881, $158,518,157 in 1883 and $172,528,933 in 1885; tax rate 6 mills.

Arkansas.—The State Supreme Court decided Levee bonds of 1869 and 1870 invalid; nor are the Holford or the Railroad Aid bonds recognized by the State. The State is in default for interest. In Jan., 1883, a decision was made by the U. S. Circuit Court, substantially holding the railroad companies responsible for the State bonds issued to them, but this was reversed and the case appealed to U. S. Supreme Court. The following are official assessments:

	Real Estate.	Personal.	Tax Rate.
1883	$78,444,227	$18,382,167	7
1884	81,649,415	50,403,842	7
1885	82,273,095	52,133,530	4

—(V. 44, p. 421.)

California.—The State holds in trust for School and University funds $250,000 Capitol bonds and also bonds of 1873, in all $2,494,500, leaving only $458,500 in private hands. Assessed valuations and rate of tax per $1,000 have been:

Years.	Real Estate.	Personal.	Tax Rate.
1884	$654,990,072	$166,614,631	$4·52
1885	688,311,102	171,201,282	5·44

Connecticut.—The debt of Connecticut was all created originally for war purposes. Assessed valuation and tax rate per $1,000 have been:

Years.	Real Est. & Personal.	Tax Rate.
1882	$342,242,566	$1·25
1883	348,774,879	1·25
1884	349,977,339	1·25

The assessed valuation of real estate is about 70 per cent of the true value.

Delaware.—These refunding bonds issued July, 1881, take up outstanding debt. Series "A" are $160,000, redeemable 1886; series "B," $300,000, redeemable July, 1886 to 1891; series "C," $165,000, redeemable July, 1891 to 1901. In addition to above, $83,000 is due Delaware College. There is no State tax levied, nor assessments made.

District of Columbia.—The interest and sinking fund on the 3-65 bonds are provided for by Congress, and the amount is limited to $15,000,000. Real and personal estate, &c., assessed as follows: 1884, real estate, $90,496,331; personal, $10,987,443: tax rate, 15; 1883, real estate, $93,491,891; personal, $12,715,686: tax rate, 15; 1886, real estate, $96,054,301; personal, $12,532,997; tax rate, 15.

Florida.—The sinking funds hold $218,800 of above bonds, and the school, &c., funds held $625,500 more, leaving outstanding $430,700. Coupons of all bonds are receivable for taxes. Real and personal property assessed in 1883, $55,008,560; tax rate 4 mills in 1884, $60,042,655; tax rate 4 mills. Assessment in 1886, $76,611,409; tax rate, 4 mills.

Georgia.—The constitutional amendment in 1877 declared void several issues of bonds and railroad endorsements. The 4½ p.c. bonds, of 1885 were sold to take up other bonds maturing in 1885 and 1886. Tax rate, 3½ mills. Assessed valuations have been:

Years.	Real Estate.	Personalty.	Railroads.
1884	$174,452,761	$120,432,609	$22,188,901
1885	179,946,059	119,200,739	23,000,294
1886 (tot. valuat'ns)		$329,189,505	

Indiana.—There are also outstanding $340,000 5 per cent bonds due 1901, held by Purdue University; $60,000 State University bonds held by Treasurer, and about $18,000 miscellaneous issues of bonds. Valuation in 1885, $793,526,079. Valuation in 1886, $794,696,597.

Kansas.—Kansas has but a small State debt, but the issue or municipal bonds was about $19,397,851 Jan. 1, 1887. Population in 1884, 1,135,614; in 1887, 1,500,000. The valuations (about one-half of true value) have been:

Years.	Real Estate.	Personal Property.	Rate of Tax per $1,000.	Total Debt.
1884	$180,623,238	$56,390,518	$4 50	$374,500
1885	247,371,645		.....	.....
1886	277,113,323		4 10	830,500

Kentucky.—Against the bonds as above the sinking fund held $711,346 June 30, 1885. Valuation in 1884, $377,888,542; in 1885, personal, $96,838,919; real estate, $293,989,044; total valuation, $390,827,963.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation see notes on first page of tables.	Date of Bonds.	Size or par Value.	Amount outstanding.	INTEREST. Rate.	When Payable	Where payable and by whom.	Principal—When due.
Louisiana—Relief of State Treasury and miscel.	1853	$500	$40,100	6	J. & J.	$12,000 } Amounts not fundable, per report of Jan. 1, 1887.	July, 1893
Bonds in aid of various railroads	.....	1,000	175,000	6	Various	108,000	1872 to 1906
Bonds to Boeuf & Crocodile Navigation Co...	1870	1,000	80,000	8	J. & J.	80,000	Jan. 1, 1890
do to Mississippi & Mexican Gulf Canal..	1869	1,000	260,000	7·30	M. & S.	260,000	1899
do school, held by St. Treasurer	1857	1,000	48,000	6	Various	48,000	1897
do to N. Orleans, Mobile & Chatt. RR.	1870	1,000	70,000	8	J. & J.	70,000	July 1, 1910
do to N. Orleans, Mobile & Texas RR.	1871	1,000	2,500,000	8	A. & O.	2,500,000	April, 1911
N. O. Mob. & Texas RR. bonds, end. by State	1869	1,000	875,000	8	....	875,000	....
Consolidated funded bonds(stamped 4 per ct.)	1874	100 &c.	11,966,450	7 (4)	J. & J.	N.Y., Winslow, Lanier & Co	Jan., 1914
"Baby" bonds, threes	1880	....	1,437,000	2, 4, 3	J. & J.	New Orleans.	1887 and 1914
Maine—Bounty loan bonds } Coup.	1864	500 &c.	2,330,000	6	J. & J.	Boston, Suffolk Bank.	June 1, 1889
Municipal war debt assumed } or reg.	1868	100 &c.	2,827,000	6	A. & O.	Augusta and Boston.	Oct. 1, 1889
Maryland—Baltimore & Ohio Railroad, sterling	1838	....	1,784,444	5 g.	J. & J.	London, Baring Bros.	1889
Chesapeake & Ohio Canal, sterling	1838	....	2,263,333	5 g.	J. & J.	do do	1889
Railroads and canals	1838-47	....	309,485	5	Q.—J.	Balt., Farm. & Merch. Bk.	1890
Eastern Shore Railroad	1839	....	31,069	5	A. & O.	do do	1890
Baltimore & Susquehanna Railroad	1837	....	269,000	3	Quart'y	do do	1890
Baltimore & Susquehanna Railroad	1839	....	298,435	6	Q.—J.	do do	1890
Annapolis & Elkridge Railroad	1839	....	62,605	6	A. & O.	do do	1890
Defense redemption loan	1882	....	3,000,000	3·65	J. & J.	do do	1892
Deaf and Dumb Asylum Loan	1870 & '74	....	125,000	6	J. & J.	do do	1889
Maryland State Loan	1872	....	1,217,234	6	....	do do	1897
Treasury relief loan, 10-15 years	1878	....	500,000	6	J. & J.	do do	1893
Exchange loan of 1886	1886	....	628,355	3	J. & J.	do do	1920
Massachusetts—Bounty Fund Loan	1864	500 &c.	4,379,500	5 g.	M. & N.	Boston, Treasury.	May 1, 1894
do do sterling	1864	£100 &c	4,022,649	5 g.	M. & N.	London, Baring Bros.	May 1, 1894
War Loan, sterling	1869	£200	1,005,419	5 g.	J. & J.	do do	July 1, 1889
Troy & Greenfield Railroad loan, sterling	1858 to '61	£200 &c	5,537,104	5 g.	A. & O.	do do	Apl., 1888 to '90
do do home	1861 to '63	500 &c.	1,366,500	5 g.	Various	Boston, Treasury.	April, 1891 to '94
do do sterling	1871	200 &c.	3,618,242	5 g.	J. & J.	London, Baring Bros.	July, 1891
do do sterling	1875	£500	1,506,182	5 g.	J. & J.	do do	Jan. 1, 1895
do do dollar bonds	1873 to '74	1,000	300,000	5 g.	J. & J.	Boston, Treasury	1894
do do do	1875	1,000	1,300,000	5 g.	J. & J.	do do	July 1, 1895
do do do	1877	10,000	370,000	5 g.	M. & S.	do do	Sept. 1, 1897
Southern Vermont Railroad Loan	1860	5,000	200,000	5 g.	A. & O.	do do	April 1, 1890
Boston, Hartford & Erie Railroad, sterling	1868 to '69	£200	3,618,729	5 g.	J. & J.	London, Baring Bros.	Jan. 1, 1900
Harbor Land Improvement (5-20s)	1874 & '76	1,000	300,000	5 g.	J. & J.	Boston, Treasury.	Sept. 1, 1896
Danvers Lunatic Hospital	1874 & '77	1,000	1,500,000	5 g.	Various	Boston, Treasury.	J'y1,'94-Sep1,'97
Lunatic Hospital, Worcester	1875-'76	1,000	1,100,000	5 g.	Various	do do	M'y1'95-Sep1,'96
New State Prisons, sterling	1875	£500	1,299,355	5 g.	J. & J.	London, Baring Bros. & Co.	Jan. 1, 1895
Michigan—War Bounty Bonds	1865	1,000	231,000	7	M. & N.	N. Y., Am. Exchange Bank.	May 1, 1890
Minnesota—Adjustment bonds, (10-30, red., 92	1881	1,000	3,965,000	4½	J. & J.	N. Y. City, First Nat. Bk.	1911
Revenue loan (redemption optional)	1883	1,000	61,000	4½	J. & J.	St. Paul, State Treasury.	To be red'd in '87
Missouri—Consolidated bonds	1868	1,000	2,483,000	6	J. & J.	N. Y., Bank of Commerce.	1888
University and Lunatic Asylum bonds	1872	1,000	185,000	6	J. & J.	do do	July, 1892
Penitentiary indemnity	.....	....	24,000	....	....	do do	1895
State Bank stock refunding	1874	1,000	80,000	6	J. & J.	do do	April 1, 1894
Bonds to North Missouri Railroad	1854 to '58	1,000	863,000	6	J. & J.	do do	1887 to '88
Bonds to Cairo & Fulton Railroad	1857 to '59	1,000	246,000	6	J. & J.	do do	1887 and '89
Bonds to Platte County Railroad	1859 to '60	1,000	428,000	6	J. & J.	do do	1889 to '90
Bonds to Iron Mountain Railroad	1854 to '59	1,000	1,190,000	6	J. & J.	do do	1887 to '89
Pacific Railroad of Missouri	1853 to '59	1,000	1,474,000	6	J. & J.	do do	1887 and '89
Funding bonds	1874	1,000	617,000	6	J. & J.	do do	July, 1894 & '95
do 5-20 years	1886	1,000	1,350,000	3½	J. & J.	do do	Jan. 1, 1911
Hannibal & St. Joseph Railroad	1857 to '75	1,000	928,000	6	J. & J.	do do	Feb. 28, 1887
do do renewal	1874	1,000	659,000	6	J. & J.	do do	1894-5-6
Nebraska—Bonds (act Feb. 14, 1877) coupon	1877	1,000	449,267	8	A. & O.	N.Y., Kountze Bros.	April 1, 1897
New Hampshire—War loan, coupon bonds	1864	1,000	150,000	6	M. & S.	Concord or Boston.	Sept., 1889
Municipal war loan	1872	100 &c.	2,206,100	6	J. & J.	do do	Jan., '92 to 1905
Loan of 1879 (or refunding)	1879	1,000	500,000	5	J. & J.	Bost.,Nat.Bk.Commonw'lth	July 1, 1887-'92
Prison loan	1879	1,000	70,000	5	J. & J.	do do	Jan., 1888 to '91
New Jersey—War loan bonds, tax free	1863	100 &c.	802,900	6	J. & J.	Jersey City and Trenton.	Jan., 1888 to '96
do do taxable	1864	100 &c.	593,400	6	J. & J.	do do	Jan., '97 to 1902
New York— Canal debt, reg. stock. Under Art. 7, Sec. 3, of Constitution.	1875	100 &c.	457,000	6 g.	A. & O.	N. Y., Manhattan Co. Bank.	Oct., 1893
	1872	100 &c.	1,562,900	6 g.	J. & J.	do do	July, 1887
	1873	100 &c.	4,269,950	6 g.	J. & J.	do do	July 1, 1891
	1874	100 &c.	1,993,000	6 g.	A. & O.	do do	Oct. 1, 1892
Niagara Park Loan bonds	1885	1,000	900,000	2½	J. & J.	.....	$100,000 yearly

Louisiana.—The Constitutional amendment passed Dec., 1879, provided for a new bond in place of consols of 1874, bearing 2 per cent for 5 years, 3 per cent for 15 years and 4 per cent afterwards. In June, 1882, a constitutional amendment passed the Legislature and was confirmed at the election in April, 1884, giving new bonds at 4 per cent after Jan. 1, 1885, and doing away with the provision of 3 per cent for fifteen years. There is considerable overdue interest of the years 1874 to 1880, inclusive. The constitution of 1879 limits the power of taxation to 6 mills on the valuation, of which only 3 mills may be appropriated for interest on the debt; in 1884 1½ mills sufficed to pay 2 per cent, but for 1885 a rate of 2⅞ was made on a total taxable valuation of $212,725,566. A suit by the State of New Hampshire against Louisiana as assignee of her bonds, was decided in favor of Louisiana by the U. S. Supreme Court.

Maine.—The debt January 1, 1887, was $5,157,000. The sinking fund $2,110,300. Tax rate for 1880, 5 mills on valuation of 1879-80, 4½ mills; 1881-82, 4 mills; 1883-84, 4 mills; 1885-6, 3¾ mills on valuation of 1881.

Maryland.—The State has largely assisted canals and railroads, and holds $5,302,286 of stocks and bonds ranked as productive; the State also holds $28,126,034 in unproductive securities, which includes $25,371,966 on account of Chesapeake & Ohio Canal. The State exchanges the "Defense Loan" at par for new certificates of indebtedness, bearing interest at 3·65 per cent, redeemable in 15 years. Assessed valuation, &c., have been:

Years.	Real & Personal.	Tax per $100.
1883	$466,089,380	1834c.
1884	469,593,225	1834c.
1885	473,452,144	.....
1886	476,829,611	.....

—(V. 42, p. 728, 783; V. 43, p. 217.)

Massachusetts.—The funded debt, Jan. 1, 1887, was $31,429,680; the sinking funds were $18,964,412. The Hoosac tunnel and connections cost the State heavily. The loan to Boston Hartford & Erie Railroad was secured by "Berdell" mortgage bonds, afterwards exchanged for N. Y. & N. E. RR. second mortgage bonds, and these bonds were sold in 1885 at 90. Assessed valuation, tax-rate, &c., have been:

Years.	Real Estate.	Personal Property.	Tax per $1,000.	Total Debt.	Sinking Funds.
1880	$1,111,160,072	$816,695,358	$15 35	$32,799,464	$13,050,092
1881	1,149,965,827	883,886,538	14 28	32,399,464	14,080,465
1882	1,189,524,370	812,858,614	15 28	32,511,680	16,944,263
1883	1,226,111,297	835,601,175	14 98	31,423,680	16,836,672
1884	1,258,452,712	829,339,811	15 95	31,423,680	17,751,725
1885	1,287,993,899	827,043,710	14 14	31,423,680	18,182,672
1886	1,340,493,673	839,409,214	14 48	31,429,680	18,964,412

Michigan.—The debt is practically extinguished, as the sinking fund has sufficient assets to pay the bonds. Equalized valuation of real and personal property, 1882, about $810,000,000, and in 1886, $945,450,000; in 1883, tax rate, 1⅓⅒ mills; in 1884, 1·10 mills; in 1885, 2·4 mills.

Minnesota.—All the old State bonds formerly held by the permanent school fund have been redeemed or exchanged for 4½s. Minnesota refused for some years to recognize the "State Railroad Bonds" of 1858, to the amount of $2,275,000, but a proposed compromise with the holders was provided for in 1881, and was carried out by the issue of the 4½ per cent bonds. Taxable valuations and State tax have been:

Years.	Real Estate.	Personal.	Tax Rate.
1881	$208,949,184	$74,329,190	1·4
1882	244,033,847	67,159,588	1·8
1883	255,910,090	78,549,269	1·8
1884	307,859,774	80,298,879	1·3
1885	310,781,118	80,309,000	1·8
1886	380,000,000	83,000,000	1·3

Missouri.—The tax rate is 40c. per $100. Bonds maturing are met by sinking fund. Total State debt Jan. 1, 1887, was $14,180,000, including school fund and University certificates, $3,653,000. The Hannibal & St. Joseph RR. paid the State $3,000,000 for its debt, but the State refused on Jan. 1, 1882, to pay the coupons on its own $3,000,000 of bonds. Litigation between the State and company ensued, resulting in a judgment against the company for $476,049, as due the State on May 11, 1883; an appeal to the U. S. Supreme Court is yet pending. The following is a statement of the assessed property in this State on June 1, 1883, 1884 and 1885:

	1883.	1884.	1885.
Real estate	$443,144,455	$495,293,007	$518,803,11
Personal property	173,345,191	186,425,373	181,133,128
Railroad property, &c.	39,760,767	44,564,997	46,444,835
Total	$656,250,413	$726,283,378	$746,381,081

—(V. 42, p. 125, 207.)

Nebraska.—The State school fund holds $326,267. Assessed valuation of real estate, personal, railroad, &c. (33⅓ per cent of true value, and tax rate per $1,000, have been:

Years.	Valuation.	Tax Rate.
1881	$93,142,456	....
1882	98,537,475	....
1883	110,543,644	7 40
1884	126,615,886	7 55⅝₀₀
1885	133,418,700	7 29⅘₀
1886	143,932,570	7⅝

New Hampshire.—The debt of New Hampshire was created for war purposes. The Municipal loan of 1872 was issued to cities and towns, the proceeds to be applied to their war debts. Total valuation in 1883 $227,914,543; in 1884, $231,340,088; in 1885, $173,658,500, and rate of taxation for all purposes, $1·52.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation see notes on first page of tables	Date of Bonds.	Size or par Value.	Amount outstanding	INTEREST. Rate.	When Payable	Where Payable and by Whom.	Principal—When due.
North Carolina—Fund. b'ds (coups.tax-rec'ble).	1879	$50 &c.	$3,025,650	4	J. & J.	N. Y., Nat. Bk. of Republic.	1909
Old bonds not funded	....	500 &c.	2,288,000	6	Various	Cps. since July '68 unpaid.	1868 to '98
Bonds to North Carolina Railroad	....	1,000	649,000	6	Various	Raleigh, State Treasury.	1884 to '85
Bonds for N. C. RR. issue (tax receivable cps.)	1879	1,000	2,577,000	6	A. & O.	do do	April 1, 1919
RR. bonds not fundable (Chatham and W.&F.)	....	1,000	1,180,000	6	....	Cps. since July '68 unpaid.	1868 to '98
Penitentiary bonds, act Aug. 24, 1868	1868	1,000	44,000	6	A. & O.	Coup. of Jan.'69&since unp.	Oct., 1898
Special tax bonds (in 3 classes)	....	1,000	11,366,000	6	A. & O	Cps. A & O'69 & Ap '70 unp.	1898 to '99
Ohio—Registered loan of 1881	1881	100 &c.	1,100,000	4	J. & J.	N. Y., American Exch. B'k.	July 1, '87-'88
Deficiency loan	....	....	2,250,000	3½ & 5	....	do do	July 1, 1887
New 3 per cent loan	....	....	218,425	3	J. & J.	do do	July 1,'89-'94-'98
Pennsylvania—Reg. bonds, tax fr. (red'ble '92)	1877	100 &c.	6,500,000	5	F. & A.	Phila., Farm. & Mech B'k.	Feb. 1, 1902
Registered bonds, tax free, 15-25 years	1879	100 &c.	1,484,400	4	F. & A.	do do	Aug. 1, 1904
Loan of February, 1882 (registered)	1882	50 &c.	6,861,100	3½ & 4	F. & A.	do do	Feb. 1, 1912
do do in ten series	1882	50 &c.	1,399,600	3½ & 4	F. & A.	do do	Aug. 1, '87 to '92
Agricultural College land scrip	1872	....	500,000	6	....	Harrisburg, Treasury.	1922
Rhode Island—War bonds	1863	1,000	614,000	6	J. & J.	Providence, R.I.H. & T. Co.	July 1, 1893
War bonds	1864	1,000	732,000	6	F. & A.	do do	Aug. 1, 1894
South Carolina—State House stock and bonds	1853 to '54	1,000	154,114	6	J. & J.	Columbia, State Treasury.	1871 & '81
Funding bonds and stock	1866	50 &c.	26,650	6 g.	J. & J.	Columbia and New York.	J'ly 1, 1887 to '97
Blue Ridge Railroad bonds	1854	1,000	52,000	6 g.	J. & J.	Columbia, Treasury.	J'ly 1, 1875 to '79
Funding bills receivable	1868	1,000	13,000	6 g.	A. & O.	Columbia and New York.	July 1, 1888
Payment of interest	1868	1,000	128,000	6 g.	A. & O.	do do	July 1, 1888
Funding bank bills	1868	500 &c.	36,500	6 g.	J. & J.	do do	July 1, 1889
Conversion bonds and stock	1869	500 &c.	44,200	6 g.	J. & J.	do do	July 1, 1882
Deficiency bonds & stock (act 1878)	1878	....	450,908	6	J. & J.	do do	1888
Consol. bonds and stock (Brown)	1874	500 &c.	5,277,738	6	J. & J.	N. Y., National Park Bank.	July 1, 1893
Tennessee—Funding bonds, act of 1873	1874	1,000	4,200,000	6	J. & J.	.....	July 1, 1914
Bonds registered, act of 1873	Various.	1,000		5& 6	J. & J.	.....	1892, '98, 1900
Held by E. T. University (not to be funded)	....	1,000	397,000	6	J. & J.	Nashville, Treasurer.	Various.
Compromise bonds (act of May 20, 1882)	1882	500 &c.	2,014,000	3, 4, 5, 6	J. & J.	New York, Cont'l Bank.	Jan. 1, 1912
Settlement bonds, act of March 20, 1883	....	100 &c.	10,932,400	3	J. & J.	Nashville.	July 1, 1913
do do 5 & 6 per cents	1883	100 &c.	1,038,000	5 & 6	J. & J.	do	July 1, 1913
Texas—Funding State debt (act May 2, 1871)	1872	....	67,000	6	Various	State Treasury.	1891
Frontier def'se, gold, act Aug.5,'70(red'ble '91)	1871	1,000	499,000	7 g.	M. & S.	New York, Bank of N. Y.	1911
Revenue deficiency bonds, act Dec. 2, 1871	1872	1,000	467,000	7 g.	J. & J.	do do	1892
Bonds, act Mar., 1874 (for paying float'g debt)	1874	1,000	288,000	7 g.	J. & J.	do do	March 1, 1904
Redemption of debt, act Aug. 6, '76	1876	1,000	1,647,000	6 g.	J. & J.	New York & State Treasury.	July, 1906
Bonds, act April 21, 1879	1879	100 &c.	1,068,900	5	J. & D.	do do	1909
Bonds issued to School Fund	1867	....	82,168	6	....	State Treasury.	Matured.
Virginia—Old bonds, 2/3 fundable	1851 to '66	500 &c.	1,759,425	6	J. & J.	.....	1886 to '95
Old bonds sterling 2/3 fundable	1851	£100 &c	629,090	5	J. & J.	.....	1886
Consol. (act Mar. '71) coup. tax receivable	1871	100 &c.	13,019,000	6	J. & J.	.....	1905
do do reg., conv. into coup.	1871	100 &c.	1,212,910	6	J. & J.	.....	1905
do (act 1872) "Peeler," cp. not rec'ble	1872	100 &c.	365,000	6	J. & J.	.....	.....
do do "Peeler," reg. and certifs	1872	....	532,684	6	J. & J.	.....	.....
Deferred certificates (W. Va.)	1871	Various	12,691,530	6	J. & J.	.....	Contingent
10-40s, act March 28, '79, coup. and reg.	1879	....	6,890,300	3 to 5	J. & J.	.....	1919
do do sterling	1879	....	219,800	3 to 5	J. & J.	.....	1919
"Riddleb'r" b'ds, acts Feb.14,'82,&Nov.29,'84	1882	100 &c.	2,872,320	3	J. & J	Richmond, Treasury.	July 1, 1932

New Jersey.—The debt was created for war purposes. Valuation of real and personal property (taxable) was $573,258,203 in 1886; $565,500,687 in 1885; $554,828,114 in 1884; $548,495,069 in 1883. State school tax, 2½ mills.

New York.—The financial condition of the State has been fortified by the payment of all debt except as above. The sinking funds October, 1886, amounted to $5,051,073. The new Capitol building has cost the State thus far $17,863,401, paid for by taxation. Valuations and State tax rate in 1880 and for two years past have been:

	Real estate.	Personal.	State tax.
1880	$2,315,400,526	$322,468,712	3½
1884	2,669,173,311	345,418,361	2 23/40
1885	2,762,348,000	332,383,239	2·96
1886	2,899,899,062	324,783,281	2·95

North Carolina.—Interest was paid up to January 1882 on the bonds issued to No. Car. RR., as the State holds $3,000,200 stock and receives dividends thereon. The old North Carolina RR. construction bonds are exchangeable for the new 6s, due 1919 (see V. 35, p. 132), and many holders have already so exchanged. The funding law of March 4, 1879, provided for funding old ante-war bonds at 40 per cent of the face value; "New" railroad bonds recognized as valid at 25 per cent; funding bonds of 1866 and 1868 at 15 per cent. Nothing for overdue coupons. Coupons of the new bonds are receivable for taxes. The term for funding ended; but has been continued probably till March, 1889. If all were funded the new 4 per cents would be $3,589,511. Special tax bonds were ignored; also bonds to Chatham RR., 1868, $1,030,000, and to Williamston & Tarb. RR., $150,000, and for Penitentiary under acts of 1868. The special tax bonds are in 3 classes, class 1, bearing the coupon of April 1869 and since; class 2 of Oct. '69; class 3 of Apl '70.

Assessed valuation of real estate is about 60 per cent of true value. Valuations and tax rate per $100 have been:

Years.	Real estate.	Personalty.	Total valuation.	Tax pr.$100
1881....	$104,742,911	$62,995,728	$167,738,639	28
1882....	108,988,184	71,389,341	180,377,525	25
1883....	124,135,377	77,087,346	201,222,723	25
1885....	126,955,679	82,613,417	209,569,096	25
1886....	.....	.....	202,000,000	25

—(V. 42, p. 479.)

Ohio.—Ohio has a very small State debt, but large local debts, amounting in 1885 to $53,290,398, against $25,957,588 in 1875; this increase being mainly in city debts. Valuations in Ohio have been as follows:

	Real estate.	Personalty.		Real estate.	Personalty.
1866..	$663,647,542	$442,561,379	1882.	$1,116,681,655	$518,229,079
1879..	1,093,768,904	442,979,885	1883.	1,131,058,750	542,207,121
1880.	1,102,049,931	456,166,034	1884.	1,145,475,210	528,298,871
1881.	1,101,457,383	485,750,196	1885.	1,160,165,882	509,913,986

—State tax rate for '85-86, 2 9/10 mills. (V. 42, p. 365, 387; V. 43, p. 775.)

Pennsylvania.—Revenue is raised principally from corporations. Taxes are levied on personal property. Sinking fund, Nov., 1886, was $10,180,746, including $5,305,814 in U. S. govts. Any coupon bonds may be changed to registered. Real estate valuation in 1884, $1,600,000,000.

Rhode Island.—The debt was all created for war purposes. In January, 1887, the net debt, less sinking fund, was $772,000. The State valuation of real property up to 1887 was $328,530,559; tax rate, 12 cents on $100.

South Carolina.—The funding law of Dec. 23, '73, provided for scaling down the old debt 50 per cent. The consols were again "readjusted" in 1879. The several acts were passed Dec. 3, 1873, Dec. 24, 1878, Dec. 24, 1879, and February, 1880. In November, 1886, there were green consols not yet exchanged, $851,671, less amount invalid, $631,373. The old issues yet fundable on Nov. 1, '86, were estimated at a total of about $585,000. Valuations and rate of tax per $1,000 have been:

Years.	Real estate.	Personalty.	Railroads.	Tax rate.
1882-83...	$77,609,666	$41,785,768	$13,766,400	5
1883-84...	87,131,400	48,249,939	15,227,964	5
1884-85...	87,559,538	46,904,705	15,263,366	5½
1885-86...	86,114,852	42,836,288	15,521,041	5¼

Tennessee.—A funding law was passed (act of May 20, '82) without the tax-receivable coupon clause, and giving new bonds at 60 per cent of the principal and interest of old, the new bearing 3 per cent in 1882, 3, 4 per cent in 1884 and 1885, 5 per cent in 1886 and 1887, and 6 per cent 1888 to 1912. Exchanges were made in New York July, 1883, and $4,224,351 of these compromise bonds were issued. The Legislature of 1883 repealed this law and passed a new one adjusting the debt on the basis of new bonds at 50 per cent of the face value of old, and bearing 3 per cent interest; the old State debt proper of $2,118,000 was made an exception, and new 5 and 6 per cent bonds were issued for that at the face value. The compromise bonds of 1882, 3½, 4, 5 and 6 per cent bonds are fundable into the new settlement 3s, at five sixths of the face and interest, up to and inclusive of July, 1893, coupons—thus for $1,000 compromise bonds, $858.33 in new 3s, with interest since July, 1883, paid in cash. All the settlement bonds are redeemable at option of the State after July 1, 1888. Assessed valuations and tax rate per $1,000 have been as follows:

	Real estate.	Other property.	Railroad prop'ty.	Tax rate.
1881.....	$200,007,214	$25,282,659	$.....	30
1882.....	195,383,568	26,546,245	.....	20
1883.....	195,753,414	26,884,459	31,547,299	30
1884.....	200,212,900	26,631,284	34,350,170	30

—(V. 42, p. 234, 664.)

Texas.—The old high-rate bonds were redeemed and lower interest bonds issued. Assessed valuations and rate of tax per $1,000 have been:

Years.	Real estate.	Personalty.	Total val'ation.	Tax rate
1882....	$250,157,904	$169,767,572	$419,925,476	$3
1883....	298,959,253	228,578,137	527,537,390	3
1884....	347,846,953	255,213,964	603,060,917	3
1885....	375,890,594	245,121,395	621,011,989	3·75
1886....	395,211,678	235,313,445	630,525,123	3·75

Virginia.—The old bonds two-thirds fundable and the sterling bonds carry coupons from July 1869, except the years 1872-3-4. The consols. of 1871 carry coupons of Jan. 1875 and since. The 10-40s carry Jan. 1881 and since; but the consol. and 10-40 coupons being tax-receivable, these bonds are generally sold with matured coupons off. The first funding law of March, 1871, allowed holders of bonds to fund two-thirds of their debt into new 6 per cent bonds, bearing coupons receivable for taxes, and receiving for the other one-third of their principal a "deferred certificate," to be charged to West Virginia. The act of 1872 repealed the tax-receivable clause of the law, and the bonds issued under it were called "Peelers." The McCulloch law of March 28, 1879, authorized the 10-40 year bonds, bearing 3 per cent for 10 years, 4 per cent for 20 years and 5 per cent for 10 years, coupons tax-receivable. In February, 1882, the Riddleberger law for re-adjusting the debt and the laws familiarly known as "Coupon killers," were passed (see V. 34, p. 88. The Riddleberger act provided for the issue of new bonds, dated July 1, 1882, into which all others could be funded at specified rates below par, varying from 47 to 31 on the different classes. This law was also amended and all bonds offered for funding after July, 1885, were required to carry the coupon of that date. The Supreme Court of the United States held (V. 36, p. 285), that the law requiring the validity of the coupons to be established before a State court did not impair the contract making them receivable for taxes, and was therefore constitutional, but the question was again before the U. S. Supreme Court in April, '85, when that Court held that a tender of coupons in payment of taxes was sufficient for the property owner. (See also V. 42, p. 188.)

A movement was begun in 1885 to procure an adjustment of the "Deferred" bonds or certificates by the Legislature of West Virginia and the holders of some $4,000,000 deposited their bonds with the Farmers' Loan & Tr. Co., and the certificates of that Co. were listed at the Stock Exchange.

In May, 1887, the negotiations with English bondholders for a settlement failed, though liberal concessions were offered by the bondholders.

Assessed valuations have been as follows:

Years.	Real Estate.	Personalty.	Total.	Tax Rate.
1882....	$232,386,357	$77,666,765	$310,053,122	40c.
1883....	236,368,227	81,789,710	318,157,937	40c.
1884....	239,826,000	88,974,040	328,800,040	40c.
1885....	256,916,140	84,884,270	341,800,410	40c

—(V. 42, p. 94, 188, 234, 464; V. 43, p. 432, 446; V. 44, p. 451, 495, 527, 572, 627.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanations see notes on first page of tables.	Date of bonds.	Size or par value.	Amount outstanding.	INTEREST. Rate.	When Payable	Where payable and by whom.	Principal—When Due.
Albany, N. Y.—Purchase Congress Hall Block	1866	$1,000	$127,000	6	F. & A.	Boston, Merchants' Bank.	Feb., 1888 to '94
City improvement	1870-'71	1,000	428,000	7	M. & S	New York.	1887 to 1900
Washington Park	1870-'82	1,000	1,058,000	4, 5, 6, 7	M. & N.	New York and Albany.	1910-'21
New Post Office site	1874	1,000	115,000	7	M. & N	N Y., Merchants' Nat. Bk.	May 1, 1904
Water debt ($400,000 due 1900-3, are 7s)	1874-'80	1,000	1,089,000	6 & 7	F. & A.	do do	1894 to 1912
New City Hall	1882	1,000	145,000	....	J. & J.	do do	July 1, 1905 to '10
South Pearl Street bonds	1882	....	62,000	4	....	Albany.	1888
Bonds loaned to Albany & Susquehanna RR.	1865	1,000	858,000	6	M. & N.	N. Y., Del.& Hud. Canal Co.	1895-'97
Atlanta, Ga.—Bonds for streets, floating debt	1867-'72	500 &c.	741,500	8	J. & J.	New York, Park Bank.	1892
Bonds for A. L. Railroad and State House	1869-'70	1,000	400,000	7	J. & J.	do do	J. & J., 1890
Bonds for West. RR. and floating debt	1870 & '72	500 &c.	418,000	8	J. & J.	do do	J. & J., 1902
Bonds, 1st and 2d series, waterworks	1874	1,000	427,000	7	J. & J.	New York, Fourth N. Bank.	Jan, 1, 1904
Redemption bonds	1877	500 &c.	77,500	8	J. & J.	Atlanta or New York.	Jan. 1, 1897
do	1881	1,000	120,500	5	Various	do do	1911-1915
Bonds to fund floating debt	1879	....	360,000	6	J. & J.	New York, Park Bank.	1887-1896
Capitol bonds	1884	....	55,000	6	J. & J.	New York and Atlanta.	1914
Bonds	....	....	116,500	4½	....	.....	July, 1916
Augusta, Ga.—Bonds for various purposes	Various.	100 &c.	2,256,000	6 & 7	Various	Augusta, Treasury.	1887 to 1915
Baltimore—Consolidated loan of 1890	Various.	100 &c.	7,306,546	6	Q.—J.	Balto., Farm. & Plan. Bank.	July 1, 1890
Water loan, reg. stock, red. at will after 1916	1877	100 &c.	5,000,000	5	M. & N.	Balto., Nat. Mechanics' Bk.	July 1, 1916
Funding loan, reg. stock, tax free	1878	100 &c.	1,000,000	5	M. & N.	do do	After July, 1916
Consolidated bounty loan	1863	100 &c.	2,211,068	6	M. & S.	do do	Sept. 1, 1893
Exempt bounty loan	1865	100 &c.	410,353	6	M. & S.	do do	Sept. 1, 1893
Public parks (Druid Hill)	1860	100 &c.	553,566	6	Q.—M.	do do	Sept. 1, 1890
Park improvement loan	1863	100 &c.	185,723	6	Q.—J.	do do	Jan. 1, 1895
Patterson Park extension	....	....	200,000	4	Q.—J.	.....	1920
Five million loan to Baltimore & Ohio RR.	1853	100 &c.	5,000,000	6	Q.—J.	Balto., Farm. & Plan. Bank.	Jan. 1, 1890
New City Hall	1870-'74	100 &c.	1,500,000	6	Q.—J.	do do	1900 and 1902
Paving loan	1881	100 &c.	700,000	4	M. & N.	Balto., Nat. Mechanics' Bk.	After Nov. 1, 1920
Funding loan	1870	100 &c.	800,000	6	Q.—J.	Balto., Farm.& Plan. Bank.	July 1, 1900
Western Maryland Railroad	1872	100 &c.	1,000,000	6	J. & J.	Balto., N. Mechanics' Bank.	Jan. 1, 1902
Jones' Falls ($957,000 are 5s&$390,000 3·65s)	1872-'84	100 &c.	2,027,000	3·65,5&6	Q.—F.	do do	April 9, 1900
do	1885	....	100,000	3	Q.—F.	do do	1900
Water loan ($263,000 only are 6s)	1874	100 &c.	5,000,000	4, 5 & 6	J. & J.	do do	July 1, 1894, 1922
Harford Run improvement loan	1880-4	100	600,000	4	J. & J.	do do	After Jan. 1, 1920
Western Maryland RR. loan	1882	100 &c.	684,000	4	....	.....	July 1, 1925
do do	1887	100	1,700,000	3½	J. & J.	Balto., Farm. & Plan. Bank.	Jan. 1, 1927
Endorsements for Western Maryland RR.	.....	....	875,000	6	J. & J.	Balto., N. Mechanics' Bank.	Jan. 1, '90 & 1900
do do Union Railroad	.....	....	117,000	6	J. & J.	Baltimore, Franklin Bank.	Jan. 1, 1895
Bangor, Me.—City debt proper	1872	1,000	50,000	7	Various	Boston, Merchants' N. B'k.	1892
Refunding bonds	1885	500 &c.	50,000	4	M. & N.	do do	1887 to 1891
Municipal loan	1874	1,000	100,000	6	J. & J.	do do	Jan. 1, 1894
Water loan bonds, coup. (Act Feb. 22, 1875)	1875	500 &c.	500,000	6	J. & J.	do do	July 1, 1905
European & North American Railroad	1869	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1894
Bangor & Piscataquis Railroad	1869	500 &c.	925,000	6 & 7	A. & O.	do do	April 1, 1899
Bath, Me.—Fund. debt ($78,000 are 6s,'97, J.&J.)	.....	Various.	180,500	5 & 6	M. & S	City Treasury.	July, 1887 & 1897
Knox & Lincoln RR., for stock and coupons	.....	Various.	137,000	6	Various	do	1898
Androscoggin RR. (guar. by Maine Cent. RR.	1861	Various.	425,000	6	A. & O.	do	Jan. to Oct. 1891
Knox & Lincoln Railroad ($23,750 each year)	1869	Various.	378,050	6	J. & J.	do	1887 to '99
do do (F.&A. and M.&S)	1871-'72	Various.		6	Various	do	1891 & 1902
Railroad refunded	.....	....	359,100	4	J. & J.	do	1902 to 1920
Boston—City debt and Charlestown	1864 to '80	1,000	9,778,500	6	Various	Boston, Treasurer's Office.	1887 to '97
do registered	1878-'82	....	9,058,000	4	Various	do do	1887-1914
do do	1879	....	450,000	4½g.	A. & O.	do do	Oct., 1889
do do	1877	....	490,000	4½	Various	do do	1887
City debt	Various.	....	230,000	5	Various	do do	Various.
West Roxbury	.....	....	120,000	7	Various	do do	1887 to 1891
Burnt district, sterling loan	1873	£100&c	4,997,604	5 g.	A. & O.	London, Baring Brothers.	April, 1893
Consolidated street improvem't, sterling loan	1869	£100&c	2,936,602	5 g.	J. & J.	do	July, 1899
Park bonds	1887	1,000	500,000	3½	J. & J.	Boston, Treasurer's Office.	Jan. 1, 1937
Mystic water debt, assumed	1862 to '83	1,000	839,000	5 & 6	Various	do do	1887 to 1913
Cochituate Water loan, 6 per cent	1866 to '76	....	4,897,000	6	Various	do do	1897 to 1908
do do 5 per cent	1875 & '78	....	13,000	5	Various	do do	1907-1908
do do 4 per cent	1878	....	588,000	4	A. & O.	do do	1908
do do Sterling	1872	£100&c	1,947,274	5 g.	A. & O.	London, Baring Brothers.	Oct., 1902
do do 5 per cent gold	1875-'76	....	3,552,000	5 g.	....	Boston, Treasurer's Office.	1905-1908
do do 4½ do	1879	....	268,000	4½g.	A. & O.	do do	1909
do do 4 do	1879-'80	....	686,000	4 g.	A. & O.	do do	1909-1912
do do 4 per cent	1883-84-85	....	1,044,200	4	Various	do do	1913-1914
do do 3½ per cent	1884-'85	....	50,000	3½	A. & O.	do do	1914-1915
Brooklyn—Brooklyn local improvement loan	1861	1,000	213,000	7	M. & N.	Brooklyn.	1891
Mount Prospect Square loan	1856	1,000	90,000	6	J. & J.	do	1887
Soldiers' aid fund loan	1865	1,000	438,000	7	J. & J.	do	1887 to '94
Gowanus canal improvement loan, local	1866	1,000	20,000	7	J. & J.	do	1887 to '90
Bushwick avenue do do do	1865	1,000	68,000	7	J. & J.	do	1887 to '90
SouthSeventh st. do do do	1863	1,000	75,000	7	J. & J.	do	1887 to '90
Fourth avenue do do do	1868 & '69	1,000	174,000	6 & 7	J. & J.	do	1887 to '89
Wallabout Bay do do	1867	1,000	82,000	7	J. & J	do	1887 and '88
New York Bridge loan, registered and coupon	1870	1,000	3,000,000	7	J. & J.	do	1899-1924
Bonds for N. Y. & Brooklyn Bridge, cp. or reg.	1875-'83	1,000	9,245,237	4, 5, 6, 7	J. & J.	do	1905 to 1928
Prospect Park loan, reg. & coup.	1860 to '73	1,000	8,019,000	7	J. & J.	do	1924
Prospect Park loan	1860 to '72	1,000	1,217,000	6	J. & J	do	1915 to '24

Coups. pd. at Nassau Bank, B'klyn; reg. int. by City Treas.

Albany.—The loan to Alb. & Susquehanna is secured by first mortgage. The valuation of Albany City in 1886 was: Real estate, $60,728,720; personal, $6,154,270; tax rate, $1 84. Valuation in 1885—Real estate, $60,381,215; personal, $6,044,250; tax rate, $2 06. Population, 90,758 in 1880; 69,422 in 1870.

Atlanta.—The total bonded debt Jan. 1, 1886, was $2,223,500. Assessed value of real estate in 1885, $21,023,370; personal, $7,889,269; tax rate, $1·50. Population, 37,409 in 1880; 21,789 in 1870.

Augusta.—Of this debt, $600,000 was issued for railroads, and balance for canal enlargement, water works, &c. Sinking funds, Jan. 1, 1885, $330,000. Taxable valuation in 1885: Real estate, $11,468,310; personal, $5,088,430; tax rate, $1 62½ per $100. Population in 1870, by U. S. Census, 15,389; in 1880, 21,891.

Baltimore.—The Balt. & Ohio RR. pays interest on $5,000,000. Water loan is paid by income of water works, and Public Park by City Passenger Railway, and against a total debt of $34,955,290 the city is chargeable with interest on only $18,693,722, and holds productive assets, including the sinking funds, equivalent to $12,869,848, leaving on Dec. 31, 1886, only $5,828,875 debt over interest-bearing assets. There are also held $5,789,000 of unproductive securities. Population in 1870, 267,354; in 1880, 332,313. In Jan., 1887, the city issued the 3½ per cent bonds to pay off West. Maryland debt. Assessed valuation, near the full cash value, and tax rate have been:

Years.	Real Estate.	Personal Property.	Total Valuation.	Rate of Tax per $1,000.
1883	$189,913,494	$58,889,738	$248,803,232	15 00
1884	191,516,113	58,135,586	249,651,699	16 00
1885	195,416,894	59,496,377	253,913,271	16 00
1886	.....	.....	256,240,655	17 00

—(Vol. 43, p. 693, 738.)

Bangor, Me.—The loans to Eu. & No. Am. R. R. to Bangor & Pis. R. R. are secured by first mortgages on those roads, and interest fully paid from the earnings The valuations (near full value) and tax rate in 1886 were: Real estate, $6,693,650; personal, $2,831,765. Municipal property, including water works, $810,000. Population, 16,851 in 1880, 18,829 in 1870.

Bath, Me.—The city holds a first mortgage on the Androscoggin road or the debt, and first, second and third mortg'es on the Knox & Lincoln or its proportion of $895,000 out of a total of $2,395,000 bonds issued by several cities in aid of the latter road. Tax valuation, 1885—real estate $2,857,870; personal, $3,841,830. Tax rate, $24 per $1,000; 1884, $2,821,515 real estate and $4,095,820 personal; rate, $25.

Boston.—The population of Boston in 1880 was 362,839; in 1870, 250,526, against 177,840 in 1860. The gross debt on Jan. 1, 1887, was $45,865,888, and the total sinking funds, &c., applicable to it $19,983,492, leaving the net debt $25,882,395. The law of April 17, 1885, limited the taxation in Boston for city purposes to $9 on the average valuation of five years preceding, to which is added the tax for city debt and for State purposes. Up to Jan. 1, 1887, the debt shall not be over 2½ per cent of assessed valuation, and after that date 2 per cent. Assessed valuation on May 1 for four years has been:

Years.	Real Estate.	Personal Estate.	Tax Rate.	Net Debt. Dec. 31.
1883	$478,318,900	$204,113,771	$14 50	$25,311,635
1884	488,130,600	194,526,053	17 00	24,766,064
1885	495,973,400	189,605,600	12 80	24,700,014
1886	517,495,200	193,086,500	12 70	25,882,395

Brooklyn.—The whole city debt was as follows Jan. 1, 1886 and '87.

	Jan. 1, 1886.	Jan. 1, 1887.
Permanent debt	$26,264,543	$28,077,543
Water loan	11,645,500	10,893,500
Debt payable from assessments	2,618,000	1,640,000
Tax certificates	3,000,000	2,000,000
Gross debt	$43,528,043	$40,611,042
Less sinking fund	7,121,271	6,986,219
Net debt	$36,406,772	$33,624,823

Population in 1870, 396,099, against 566,663 in 1880. Valuation of property and tax rate per $1,000 have been:

Years.	Real.	Personal.	Rate.
1883	$280,800,597	$18,135,909	$26 01
1884	297,126,666	20,727,406	26 34
1885	311,308,060	19,375,702	29 00
1886	336,221,357	22,049,310	26 50
1887	339,922,812	14,217,276	.....

The debt of Kings County, separate from the debt of Brooklyn, is about $4,000,000, of which the city is responsible for 19/20 the.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanations see notes on first page of tables	Date of Bonds.	Size or par Value.	Amount outstanding.	INTEREST. Rate.	When Payable	Where Payable and by Whom.	Principal—When Due.
Brooklyn—(Continued)							
Permanent water loan	1857 to '75	$1000	$10,893,500	3 to 7	J. & J.	Brooklyn. (Coupons paid at Nassau Bk., B'klyn, & reg. int. by City Treasurer.)	1887 to 1916
Sewerage fund bonds, continuous, local	Various.	1,000	72,000	3½	J. & J.	do	3 years from date.
Assessment fund bonds, continuous, local	Various.	1,000	1,018,000	3½ & 4	J. & J.	do	3 years from date.
Temporary tax certificates	Various.	....	2,000,000	3½	J. & J.	do	3 years from date.
Certificates of indebtedness	1884	....	887,305	4	J. & J.	do	1887 to 1905
Bonds to pay arrears to county	1884	....	549,000	4	J. & J.	do	1924
Arrearage bonds, reg. (redeem. in 1894)	1884	....	2,350,000	3½ & 4	J. & J.	do	1924
Award bonds for lands taken	1883	....	200,000	4	....	do	1893
Buffalo, N. Y.—Funded debt bonds	1870 to '86	1,000&c	5,059,936	3 to 7	Various	Buffalo and New York.	1887 to 1926
Water works bonds	1869 to '86	1,000&c	2,778,382	3½ to 7	Various	do do	1887 to 1909
Tax loan bonds	1880 to '86	1,000&c	445,457	3 to 4½	J. & J.	do do	1887 to 1900
Cambridge, Mass.—City bonds	1864 & '77	1,000	220,000	5	A. & O.	Boston, Bank Redemption	1887 & 1889
City bonds	1863	1,000	150,000	5 g.	J. & J.	Boston, Tremont Bank.	Jan. 1, 1893
do	1870 to '76	500 &c.	347,000	6	J. & J.	Boston, Bank Redemption	1890 to '96
do	1873-'74	500 &c.	689,000	6	J. & J	do do	July, 1903-4-5
do	....	....	265,000	4	....	do do	1895 & 1905
do	....	....	25,000	3½	....	do do	Nov. 1, 1896
Water loan	1867 to '77	500 &c.	1,311,000	6	Various	do do	1887 to '97
do (only $12,500 are 5s)	....	1,000	336,500	4 & 5	....	do do	1894-'98-1910
do	....	....	218,000	3½	....	do do	1906 and 1911
Charleston, S. C.—Fire loan bonds, coupon	1866	....	92,800	7	J. & J.	Charleston, Treasury	1890
Conversion bonds, to redeem past-due debt	....	....	500.000	7	A. & O.	do	1888 to 1897
do do do	1878	....	109,500	6	A. & O.	do	Oct., 1898
do coup. or reg.	1879	100 &c.	3,413,600	4	J. & J.	do	July 1, 1909
Chelsea, Mass.—Sinking fund bonds	....	....	286,000	6	....	.....	1887 to 1908
Bonds	....	....	25,000	5½	....	.....	1887 to 1888
Funded debt, coup	....	1,000	992,000	6	Various	Boston, N. Bk. Redemption	1891 to 1895
do notes	....	....	96,000	4½	Various	.....	1889-1890
Water loan, coup	....	1,000	200,000	6	F. & A.	Boston, N. Bk. Redemption	Aug. 1, 1887-'95
Chicago—Water loan	....	500,&c.	132,000	6	J. & J.	N. Y., Am. Ex. Nat. Bank.	1897 & '98
Water loan	....	1,000	3,490,000	7	J. & J.	do do	July 1, '88 to '95
Water loan (refunding)	1882	100, &c.	333,000	3·65	J. & J.	do do	1902
Sewerage bonds	....	500 &c.	1,675,000	7	J. & J.	do do	1888 to '95
do	1880	....	489,500	4½	J. & J.	do do	July 1, 1900
River improvement bonds	....	1,000	2,608,000	7	J. & J.	do do	1890 to '95
Municipal bonds	....	1,000	186,000	6	J. & J.	do do	July, 1895 & '96
Municipal and School bonds	....	500 &c.	2,536,500	7	J. & J.	do do	1887 to '99
Municipal bonds (refunding loan)	1881	....	843,500	4	....	do do	1901
Cook County debt	1865 to '80	500 &c.	4,941,500	4½ to 7	M. & N.	N. Y., Metropolitan Bank.	May 1, 1887-'92
Cincinnati—B'ds for erection of a Workhouse X	1868	1,000	250,000	7 3-10	J. & D.	N.Y., Am. Exch. Nat. Bank.	June, 1888
Bonds for Water Works C3	1869	1,000	150,000	7 3-10	J. & D.	do do	1889
Bonds for Common School purposes P	1863	1,000	98,000	6	J. & J.	do do	Jan., 1890
Bonds to O. & M. RR. to purchase whf. prop. N	1855	1,000	194,000	6	M. & N.	do do	Nov., 1890
Bonds for ext. and impr. Water W. C, D. & E	1847 to '50	500 &c.	397,000	6	A. & O.	Phila., Bk. of North Amer.	April, 1895
Bonds for funding floating debt A&A2	1847 to '48	500 &c.	171,500	6	M. & N.	do do	May, 1897
Bonds for new Hospital 8&82	1867-'68	1,000	750,000	7 3-10	Various	N.Y., Am. Exch. Nat. Bank.	1897 & 1898
Bonds for funding floating debt L	1853	1,000	60,000	6	J. & J.	do do	Jan., 1900
Extension and improve. Water Works....K &F	1851-'53	1,000	175,000	6	Various	Phila., Bk. of North Amer.	June & Oct., 1900
Bonds to purchase Orp'n Asyl. grds. for park. O	1858	1,000	131,000	6	M. & S.	Cincinnati.	Mar., 1888& 1908
Bonds for sewerage R	1869	1,000	150,000	7 3-10	M. & S.	N. Y., Am. Exch. Nat. Bk.	Sept., 1899
Bonds for improving Gilbert avenue U	1869	1,000	150,000	7 3-10	M. & S.	do do	Sept., 1899
Bonds to build Eggleston avenue sewer B3	1869	1,000	100.000	7 3-10	A. & O.	do do	Oct., 1899
Bonds for Water Work purposes C5	1871-'72	1,000	300,000	7	F. & A.	do do	Aug., 1897
General improvement W2	1871	1,000	600,000	7	J. & D.	do do	Dec. 1, 1891
Cincinnati Southern RR	1872	500 &c.	8,191,000	7 3-10	J. & J.	do do	July 1, 1902
do do ($2,890,000 are gold 6s)	1876	500 &c.	4,825,000	6g. or 7·3	M. & N.	do do	May 1, 1906
do do	1878 & '79	1,000	2,260,500	6 & 7	Various	do do	1902-1908-1909
Floating debt bonds, coupon	1874	1,000	995,000	7	M. & N.	Cincinnati.	May 15, 1904
Park improvement	1875	1,000	65,000	7	J. & J.	N. Y., Am Exch. Nat. B'k	1890
Water-works bonds D1	1875	1,000	200,000	7	F. & A.	Cincinnati.	Aug.,'90 & '95
Bonds for McLean Ave. sewer U2	1879	1,000	175,000	5 & 6	M. & N.	N.Y., Am. Exch. Nat. Bank	May 1889-1909
Hospital bonds S3	1876	....	50,000	7	M. & N.	Cincinnati.	May 1, 1906
University H2	....	....	76,000	7	F. & A.	.....	Aug. 1, 1897
Street improvement bonds, short	1876 to '83	Various	884,067	5 & 7	Various	Cincinnati.	1887 to '95
Consol. s. f. bonds, 30-50 yrs. (Act Apl. 9, '80,	1880 & '81	1,000	2,067,000	4 & 5	Various	N. Y., Am. Exch. Nat. Bk.	1930 & 1931
Assessment bonds U3 & U4	....	....	64,706	4 & 5	Various	.....	1889 & 1890
Work House and Infirmary	1882	100	79,000	4 & 6	J. & J.	Cincinnati.	July 1, 1887 to 92
Deficiency loan (redeemable after 1891)	1881	100 &c.	500,000	4	J. & D.	N. Y., Am. Exch. Nat. Bk.	June 1, 1901
Deficiency and pavement bonds (10-20 yr.)	1885-'86.	....	2,473,000	4	Various	.....	1905
Cleveland—Water works ($200,000 are 6 p. ct.).	1872 to '85	1,000	1,775,000	3·65 to 7	Various	N. Y., Am. Exch. Nat. Bk.	1892 & 1903
Funded debt	1872 to '85	1,000	1,909,000	4, 5, 6, 7	Various	do do	1887 to '97
Lake View, Wade and Monumental parks	1872 to '85	1,000	515,000	7	Various	do do	1887 to '92
Canal and canal lock ($11,000 are 6s)	1874 to '79	1,000	275,000	6 & 7	Various	do do	1894 to '98
School ($100,000 are 6 p. ct.)	1869 to '71	1,000	85,000	7	Various	do do	1887-'88
General bonds, various purposes	1885-86	....	256,000	4-4½	Various	do do	1888-1901
Viaduct (mostly F. & A., A. & O. and J. & D.)	1873 to '78	1,000	2,138,000	5, 6 & 7	Various	do do	1893 & 1907
Elevated Roadway	1886	....	335,000	4	Various	do do	1901-2
Special bonds	Various.	1,000	695,900	4, 5, 7	Various	do do	1887-'95
Kingsbury and Pearl Street Bridges	1884-5-6	....	225,000	4, 4½, 5	Various	do do	1899-1902
Des Moines, Iowa—Renewed judgment bond	1875	1,000	228,000	7 & 4	J. & J.	New York, Kountze Bros.	July, 1887 or '92
Funding bonds, redeemable 1878	1878	1,000	175,000	7	J. & J.	N. Y. Chemical Nat. Bank.	July, 1888 or '98
Coupon warrants and sewer and paving bonds	1882 & '84	....	182,000	5	Various	Des Moines and Boston.	Various.
Detroit, Mich.—For Water W. Co., on city's credit	1855 to '81	500, &c.	1,451,000	4 to 7	Various	N. Y., First Nat. Bank.	1887 to 1906
Public Building stock (City Hall) bonds	1866 to '71	....	347.500	7	Various	do do	1887 to '91

Buffalo.—Valuations and tax per $1,000 have been:

Years.	Real estate.	Personalty.	Tax Rate.
1883	93,167,090	8,796,675	16 27
1884	96,341,455	8,459,735	16 44
1885	99,912,470	8,461,675	17 21
1886	113,963,945	8,405,225	17 27

Buffalo also pays 77-100 of Erie county debt. Coupon bonds are exchangeable for registered. The interest on different bonds is 3½, 4, 4½, 5, 6 and 7. Population, 202,818 in 1885; 154,766 in 1880; 117,714 in 1870.

Cambridge, Mass.—The sinking funds, Nov. 30, 1886, amounted to $1,299,188, and net debt to $2,208,311. The investments are nearly all in city bonds at par and stamped "not negotiable. Valuation, 1885, real estate $42,588,300; personal $12,758,255; total, $55,346,555; tax rate, $1 55. Valuation in '86, $44,955,200 real estate and $14,490,470 personal; total, $59,445,670; tax rate, $1 50 per $100. Population, 52,669 in '80; 39,634 in '70.

Charleston, S. C.—The bonds of Charleston are mostly held within the State of South Carolina. Conversion bonds of 1878 and 1879 are issued in exchange for city stock. Valuations and tax rate per $1,000 have been:

Years.	Real Estate.	Personal Prop.	Tax Rate.
1883	$15,854,575	$7,419,784	$23 80
1884	16,246,865	8,186,216	20 00
1885	16,753,760	8,138,153	20 00

—Population, 49,984 in 1880; 48,956 in 1870.

Chelsea, Mass.—Sinking fund, Jan. 1, 1887, $365,712, and net debt, $1,296,087. Valuation in 1886, real estate, $16,530,850, and personal, $2,275,812; total, $18,806,662; tax rate, $17 80. Valuation in 1884, $18,153,497; tax rate, $18 60; in 1883, $17,374,335; tax rate, $18 40; in 1882, $17,029,722; tax rate, $18 80. Population, 21,782 in 1880; 18,547 in 1870; 24,347 in 1884.

Chicago.—The city debt is limited to 5 per cent of the Illinois State valuation. Of the funded debt, $3,955,000 is on account of the Water Works, which yield an income much above the interest charge on the debt

Years.	Equalized Value.—Real Estate.	Equalized Value.—Personal.	Tax Rate. per $1,000.
1882	95,881,714	29,052,906	33·72
1883	101,596,787	31,639,717	34·10
1884	105,606.743	31.720.257	35 48
1885	107,146,881	32,811,411	36·81

The assessed value of real estate is about one-third of its true value. Population in 1870 was 298,977, and in 1880, 503,185. The South Park, West Chicago Park and Lincoln Park loans are not debts of the city, but of distinct corporations.

Cincinnati.—In addition to the bonds as stated above, city holds $1,274,000 of Cin. South. bonds in sinking funds and $474,473 Street Improvement bonds. In 1870 the population was 216,239, against 255,139 in 1880. The following table from the books of the Auditor of Hamilton County, Ohio, exhibits the assessed valuation of the city of Cincinnati in the year 1860, and from 1870 to 1884:

Years.	Real Estate.	Personal Estate	Total Valuation.	Tax per $1,000.
1860	$61,620,904	$31,411,912	$93,032,716	$17 45
1870	78,736,482	57,370,754	136,107,236	31 60
1871	123,427,888	56,934,044	180,361,932	22 20
1872	119,621,856	55,462,410	175,084,296	20 10
1873	121,479,280	64,166,460	185,645,740	23 06
1874	123,231,790	58,708,284	181,950,074	23 38
1875	125,976,835	58,521,730	184,498,565	24 82
1876	127,143,900	56,809,066	183,952,966	27 04
1877	128,820.270	50,609,872	179,430,142	29 10
1878	129,043,880	43,830,188	172,874,068	28 54
1879	128,473,130	40,832,505	169,305,635	28 98
1880	129,956,980	37,578,376	167,535,356	31 00
1881	120,045,230	41,359,163	161,404,393	22 20
1882	138,342,188	28,643,917	166,986,105	23 82
1883	122,874,790	47,050,496	169,925,286	20 50
1884	124,625,370	44,908,822	169,534,192	25 56
1885	127,454,100	42,632,868	170,086,968	26 86
1886	129,378,370	42,571,661	171,950,031	25 44

The city is the sole owner of the stock of the Cincinnati Southern Railroad, leased as per terms, V. 33, p. 281, and with the waterworks and other property, real estate, and bonds held for investment, has assets put at $36,554,631.

Cleveland.—The sewer, street improvem'ts and street opening bonds are for special local improvements, and redeemed by assessments on the property benefited. Assessed valuation, tax rate, debt and sinking funds have been:

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanations see notes on first page of tables.	Date of bonds.	Size or par value.	Amount outstanding.	INTEREST. Rate.	When payable	Where payable and by whom.	Principal—When due.
Detroit, Michigan—(Continued)—							
Public sewer bonds ($35,000 are 6s)	1872 to '86	$1,000	$391,500	3½,6 & 7	F. & A.	N.Y., First National Bank.	1892 to '97 & 1906
Bonds for purchase Belle Isle	1879	....	100,000	4	F. & A.	do do	1899
Bonds for Bridge	1886	5,000	30,000	3½	J. & J.	do do	Jan., 1911
Public Improvement	1886	1,000	370,000	3½	J. & D.	do do	Dec. 1916
Market bonds	1880	....	31,000	....	....	....	1887-1892
Elizabeth, N. J.—Improvement bonds	1871 to '74	1,000	850,000	7	Various	City Treasury.	1879 to '81
Funded debt bonds	1870 to '75	1,000	435,000	7	Various	do	1882 to '95
School House bonds	1872 to '73	1,000	48,000	7	Various	do	1882 to '93
Market House bonds	1865 to '66	1,000	41,000	7	Various	do	1882 to '86
Consolidated improvement bonds	1875-'76	1,000	764,000	7	A. & O.	do	1885 to '96
Funded assessment bonds	1877	1,000	260,000	7	J. & D.	do	1907
Tax arrearage bonds	1876	1,000	196,000	7	M. & N.	do	1886
New Adjustment bonds and scrip	1882	500 &c.	(†)	4	J. & J.	N. Y., Mercantile Trust Co.	July 1, 1912
Evansville, Indiana.—E. H. & N. RR. bonds	1868	1,000	250,000	7	M. & N.	N. Y., Farmers' L. & Tr. Co.	May 1, 1898
City wharf bonds	1869	1,000	100,000	7	M. & N.	do do	May 1, 1899
E. Carmi & Paducah RR. bonds	1870	1,000	196,000	7	J. & D.	do do	Dec. 1, 1890
do do	1870	1,000	100,000	7	J. & D.	do do	Dec. 1, 1895
Water works bonds	1870	1,000	300,000	7 3-10	J. & J.	do do	July 1, 1895
Redemption bonds	1876	1,000	300,000	7	A. & O.	do do	April 1, 1906
do do	1876	1,000	105,000	7	M. & N.	do do	May 15, 1906
do do	1877	1,000	100,000	6	J. & D.	do do	June 1, 1907
do do	1878	1,000	100,000	6	....	do do	April 15, 1908
do do	1881	1,000	100,000	6	F. & A.	do do	Feb. 1, 1911
Fall River, Mass.—City notes	....	Large.	311,000	3⅞, 4, 6	Various	City Treasury.	Nov., 1887 to '92
City bonds	....	1000&c.	45,000	6	Various	do	1891
do	....	1,000	600,000	5 g.	F. & A.	Boston, Revere Bank.	Aug. 1, 1894
do	....	1,000	450,000	5 & 6	M. & N.	Boston, Bank Redemption.	May 1, 1895
do	....	....	100,000	4	....	do do	May 1, 1895
do	....	....	261,860	5 & 6	....	do do	1896-'97-'98
do (sewer)	....	1,000	125,000	3⅞	M. & N.	City Treasury.	May 1, 1905
Water loan	....	1,000	500,000	....	....	Boston, Bank Redemption.	Feb. 1, 1900-1909
do	....	1,000	450,000	6	M. & N.	do do	Nov. 1, 1892-1906
do	....	1,000	550,000	6	F. & A.	do do	Aug. 1, 1899-1905
do	....	....	200,000	....	....	....	May 1, 1908-1909
Fitchburg, Mass.—City bonds	1873	1,000	400,000	6	J. & J.	Boston, Merchants' Bank	July 1, 1893
Water loan	1871	1,000	300,000	6	J. & J.	do do	July 1, 1891
do	1875	1,000	100,000	6	J. & J.	do do	July 1, 1905-1906
do registered	1883-6	1,000	85,000	3½ & 4	A. & O.	Galveston, City Treasury.	1898 & 1903
Galveston, Tex.—Limited debt bds. (sk'g fd. 2 %)	1877-8-9	100 &c.	510,100	8	M. & S.	do	1893-1909
do do	....	100 &c.	818,400	5	J. & D.	New York or Galveston.	1920-1925
Galveston City bonds, G. C. & S. F. RR.	1882	....	417,000	6	J. & J.	N. Y., Bank of New York.	1902
Hartford, Conn.—Water bonds	1865-'81	1,000	887,000	5 & 6	Various	City Treasury.	1890-1906
City bonds (H. P. & F. RR.)	1876	1,000	500,000	6	J. & J.	Suffolk Bank, Boston.	Jan. 1, 1891
Funded debt	1868	1,000	300,000	6	J. & J.	City Treasury.	Jan. 1, 1893
Capitol bonds	1872	1,000	1,000,000	6	J. & J.	do	Jan. 1, 1897
Hartford town debts to railroads 10-25	1879-'80	1,000	1,250,000	4½	J. & J.	Town Treasury.	10 to 25 years
do do war	1863	1,000	70,000	6	J. & J.	do	$10,000 yearly
do floating debt	....	1,000	203,000	6	J. & J.	do	Jan., 1900
Hoboken, N. J.—Bonds	1864-'79	500 &c.	224,000	6 & 7	Various	First Nat. Bank, Hoboken	1887 to 1905
City bonds	1872	500 &c.	119,500	7	A. & O.	do do	1892
School bonds	1877-'79	1,000	43,750	6 & 7	Various	do do	1892 to 1894
Water bonds	Various.	500 &c.	91,500	5, 6, 7	Various	do do	1890 to 1903
Improvement bonds	1878-'81	1,000	608,000	5 & 6	Various	do do	1898 to 1901
City Hall and Engine House bonds	1880-'83	1,000	75,000	5 & 6	Various	do do	1903 to 1910
Holyoke, Mass.—City notes	1871-'74	....	180,000	4 to 7	Various	City Treasury.	1887 to 1889
City bonds, sinking fund	1874	1,000	271,000	6	A. & O.	do	Oct. 1, 1889
Water loan	1872	1,000	250,000	6	J. & J.	do	Jan. 1, 1900
Railroad loan do ($60,000 are J. & J.).	1873	1,000	226,500	7	A. & O.	do	Jan.&Apr.1,1894
Indianapolis—Bonds to railroads	1869 to '70	500	155,000	6	Jan.	City Treasury.	Jan. 1, 1899
Bonds to Un. RR. Tr. Stock Yard (mortgage)	1877	1,000	500,000	6	J. & J.	N. Y., Winslow, L. & Co.	Jan. 1, 1897
Loan bonds, series A	1873	1,000	300,000	7-3	J. & J.	do do	July 1, 1893
do do B	1874	1,000	300,000	7-3	J. & J.	do do	July 1, 1893
do do C	1874	1,000	300,000	7-3	J. & J.	do do	July 1, 1894
do do D	1875	1,000	200,000	7-3	J. & J.	do do	July 1, 1895
Purchase-money bonds—Southern Park	1874	500	109,500	7-3	J. & J.	do do	Jan. 1, 1899
Jersey City—Water loan bonds, mostly coupon	1852 to '77	1,000	984,000	6	J. & J.	N. Y., Merch. Ex. N. Bank.	Jan., 1889 to 1909
Water loan bonds, mostly coupon	1869 to '73	1,000	3,329,000	7	Various	do do	1899 to 1913
Water loan	....	....	200,000	5	....	do do	Feb. 1, 1913
Forty-year bonds	1872	1,000	517,000	7	J. & J.	do do	July 1, 1913
Improvement bonds	1871-'72	500 &c.	2,669,000	7	M. & N.	do do	May, 1891
do do	1872 to '74	1,000	2,630,500	7	Various	do do	1892 to 1906
Morgan street dock	1870	1,000	125,000	7	J. & J.	do do	June 8, 1900
Funded debt bonds	1872	1,000	500,000	7	M. & N.	do do	May 1, 1897
Old Jersey City bonds, coupon	1864-'65	1,000	558,000	7	Various	do do	1889-1890
Hudson City bonds	1864-'70	Various	100,000	7	Various	do do	1889 & 1900
Bergen school loan bonds	1868-'70	1,000&c	150,000	7	J. & J.	do do	Jan., '98 to 1900
Bergen street improvement bonds	1869	1,000&c	400,000	7	J. & J.	do do	July, 1889
do bounty loan	1865	Various	41,000	7	Various	do do	1889
Assessment funding bonds	1875-'76	....	900,000	7	Various	do do	1905-19
Temporary loan	....	....	975,000	5½	....	....	Demand.
Bonds to fund floating debt, &c., coup. or reg.	1879	1,000	1,353,000	6	F. & A.	N. Y., Merch. Ex. Nat. B'k.	Feb. 1, 1909
Bonds to pay maturing bonds, &c.	1880-'1	....	600,000	5 & 6	Various	do do	1910-1911
City of Jersey City loan	1884	....	1,000,000	6	....	....	1904
Kansas City, Mo.—Renewal bonds	1875 to '81	....	390,000	6, 7 & 8	....	New York, Ninth Nat. Bank	1895 to '98 & 1901
Funding bonds	1873	....	250,000	8	....	do do	May 1, 1893

Years.	Real & Personalty.	Tax ₱ 1,000.	General Debt.	Special Debt.
1884	$85,978,005	$14²₁₀	$5,386,000	$375,800
1885	84,285,845	14⁷₂₀	6,917,000	703,000

—Population, 160,146 in 1880; 92,829 in 1870.

Des Moines, Ia.—Assessed value of property $7,200,000, which is about 20 per cent of true value. Tax rate, $5 per $100. The renewed judgment bonds for $170,000 are paid off July, 1885. Population in 1870, 12,035; in 1880, 22,400.

Detroit, Mich.—There are also $10,000 House of Correction bonds due 1893. Assets in sinking fund July 1, 1885, $333,238; net city debt, $12,261. The population in 1870 was 79,577; in '80, 116,340; in 1883, 130,000. The value of water works is about $3,500,000, against a debt of $1,451,000 September, 1885. The water works bonds are issued on a pledge of the city credit, and $75,000 per year collected in taxes to pay interest on them. Population in 1886 about 175,000. Valuations (based on true value) and tax rate have been:

Years.	Real Estate.	Personal.	Total.	Tax Rate.
1884	$82,793,115	$27,928,880	$110,721,995	$11·41
1885	87,536,645	28,713,300	116,249,945	10·77
1886	100,020,991	33,427,589	133,448,580	10·82

Elizabeth, N. J.—Default was made in interest February 1, 1879. Suits on bonds are pending. Old unadjusted bonds and loans are $2,592,739. Total bonded and floating debt July 15 1885, $4,264,640. A proposition to issue 4 per cent bonds at 50 per cent of the face value of old bonds was made, and a considerable amount of the new bonds have been issued. The Mercantile Trust Company in New York acts as the agent. Assessed valuations and tax rate have been as follows: In 1882, $12,182,035, rate, 3·12; in 1883, $12,471,115, rate, 2·64; in 1884, $12,341,735, rate, 2·00; in 1885 $12,465,760, rate 2·84; in 1886, $12,628,710, rate, 2·72. Population 1880, 28,229; in 1870, 20,832; estimated in 1886 to be 32,600. (Vol. 42, p. 93; V. 44, p. 211.)

Evansville, Ind.—There has been default in payment of interest since April, 1883. A compromise is in progress, and C. H. Venner & Co., of Boston, have issued circulars in regard to it, the plan being to issue 4½ per cent bonds for Redemption 6s, and 5 per cents for Redemption 7s. See CHRONICLE, V. 41, p. 335. Population in 1870, 21,830; in 1880, 29,280. Assessed valuation (true value), tax rate per $1,000 and debt have been:

Years.	Real Estate.	Personalty.	Tax.	Debt.
1884	$13,527,090	$6,519,820	$10 00	$1,651,00
1885	13,663,645	6,682,895	10 00	1,651,00
1886		$17,273,340		

(V 41, p. 494, 527; V. 43, p. 607; V. 44, p. 335.)

Fall River, Mass.—The sinking funds amounted to $331,339 Jan. 1 1887. Population in 1885, 58,863; 48,961 in 1880; 26,766 in 1870. Valuation in 1885, $43,815,275.

Fitchburg, Mass.—Population 12,270 in 1885; 11,260 in 1870. Assessed valuation of real estate (about cash value) in 1886, $3,422,675; personalty, $3,071,884; tax rate, 18·20 per $1,000; in 1887, real $3,820,075; personal, $3,125,313; tax rate, $17·40.

Galveston, Texas.—Assessed value of real and personal property 1886, $21,043,509; tax rate $1 50. 1885, valuation, $18,588,196; tax rate $1 50. In April, 1882, the Galveston County 10 per cent bond were called in and 6 per cents issued instead. Population in 1870 13,818; in 1880, 22,248; 1886, estimated, 42,000.

Hartford, Conn.—Total city debt, April 1, 1887, $2,734,882; net, after deducting resources, $1,910,172; net town debts, Oct. 1, 1886, $1,202,754. Assessed valuation in 1883, $15,700,000; in 1885, $15,893,360. Population, 42,553 in 1880; 37,743 in 1870.

Hoboken, N. J.—The total debt June, 1885, was $1,161,750. Assessed valuations in 1884: Personal, $1,343,941; real estate, $14,672,709; tax rate, 2·35; population, 35,000.

Holyoke, Mass.—Bonds all coupon, but can be registered. Total net debt, $734,203. Valuation, 1885, $16,135,523; tax rate, $17 20. Valuation in 1884, $15,527,905; tax rate, $14 80. Population, 21,915 in 1880; 10,733 in 1870; 27,395 in 1885.

Indianapolis.—The School Board is a distinct organization and levies its own tax ($2 20 for 1884), which is included in tax rates. There are a few other small issues amounting to $50,000. Population, 75,056 in 1880; 8,244 in 1870. Valuation and tax per $1,000 have been:

Years.	Real Estate.	Personalty.	Total.	Tax.
1883	$39,335,860	$13,792,290	$53,128,150	$11·20
1884	40,149,950	13,891,650	54,041,600	12·20

Jersey City.—One of the main causes of past trouble in Jersey City finances has been the failure to collect back assessments and the large amount of railroad property exempt from taxation, but these matters are being remedied and RR. property is bearing a share of the taxation.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanations see notes on first page of tables	Date of Bonds.	Size or par Value.	Amount outstanding.	INTEREST. Rate.	When Payable	Where Payable and by Whom.	Principal—When Due.
Kansas City, Mo.—(Continued.) –							
Floating debt bonds	1875	....	142,500	8	J. & J.	do do	1895
Railroad bonds	....	....	248,000	7	....	do do	1890 & '97
School bonds	1885	....	60,000	5	J. & J.	.....	1905
Lawrence, Mass.—Sewer loan	1884	500&c.	300,000	4	J. & J.	Lawrence or Boston,	.....
Funded debt	1862 to '75	5000&c.	459,000	6	Various	Boston, Tremont Bank.	1887 to 1894
do	1881 to '85	10,000	150,000	4	J. & D.	Lawrence, Mass.	1891-95
Water loan	1873-'75	500 &c.	1,300,000	6	A. & O.	do do	Oct. 1, '90, to 1906
Long Island City—General bonds	Various.	Various.	911,500	6 & 7	Various	N. Y. City & L. I. City.	In instalments.
Tax or revenue bonds	1883-'86	500	433,500	5 & 6	Various	do do	1889 to 1903
Louisville, Ky.—Water works	1857 to '67	1,000	1,120,000	6	Various	N. Y., Bank of America.	1887, '89, 97
For improvement of streets	1866 to '67	1,000	190,000	6	Various	Louisville.	1887, '96, '97
For municipal improvement	1883	500 &c.	1,500,000	4	J. & J.	New York City.	1923
Re-constructing street	1873	1,000	600,000	7	J. & J.	N. Y., Bank of America.	July 1, 1903
Public buildings and institutions	1871 to '73	1,000	519,000	7	Various	do do	1891, '92 & 1903
Public school and school houses	1853 to '69	1,000	33,000	6	Various	New York, U. S. Nat. Bank.	1887 & '89
Sewer bonds	1868	1,000	81,000	6	J. & J.	Louisville, City Treasurer.	July, 1898
do	1871	1,000	423,000	7	J. & D.	N. Y., Bank of America.	June, 1901
Elizabeth & P. Railroad	1868 & '73	1,000	1,692,000	7	Various	do do	1888 & 1903
Wharf property	'54,'62,3, 8	1,000	159,000	6	Various	Louisville and New York.	1888 to 1898
Jail bonds	1869	1,000	133,000	6	A. & O.	do do	Oct. 1, 1898
For old liabilities	1871 to '74	1,000	54,000	6	J. & D.	do do	1889
do do	1868	1,000	513,000	7	Various	do do	1894 & 1901
do do	1886	....	500,000	5	....	N. Y., Nat. Bk. of Republic.	1911
do do (half are 10-40 and half 20-40)	1880	1,000	1,000,000	5	M. & N.	N. Y., Bank of America.	May 1, 1920
Louisville, New Albany & St. L. Air Line RR.	1871	1,000	481,000	7	M. & S.	N. Y., U. S. Nat. Bank.	Sept., 1891
Road bed, Louisv. ,Cin. & Lex. RR.	1871 to '73	1,000	350,000	7	J. & J.	N. Y., Continental Nat. Bk.	July, 1901 & 1903
City bonds payable by Louisv. & Nash. RR.	1851 to '63	1,000	333,000	6	Various	New York and Louisville.	1893
Lowell, Mass.—City notes (various purposes)	1862 to '84	Large.	469,300	4 to 6½	Various	City Treasury.	1887 to 1894
Bridge notes	1882	Large.	200,000	4	M. & N	Boston.	1891 and 1892
Bridge bonds	1882	1,000	120,000	4	M. & N.	do	1892
Sewer bonds	1882 & '83	1,000	382,500	4	Various	do	1887 to 1903
Water notes	1871 to '81	Large.	575,000	6 to 6½	Various	City Treasury.	1887 to 1911
Water bonds	1870	1,000	1,300,000	6	M. & N.	Boston.	1890
Sewer notes	1883 & 84	....	176,500	4	Various	City Treasury.	10 per ct. annually
Bridge notes	1883	....	77,000	4	Various	do	10 per ct. annually
Lynn, Mass.—Water notes	1870-'3-'5	Large.	172,500	6	Various	City Treasury.	1887 to 1890
Water bonds	Various	1,000	1,129,500	3½ to 6	J. & J.	Boston, Bank Republic.	1891 to 1913
Funded debt	Various	500 &c.	595,000	5, 5½, 6	Various	do do	1887 to 1896
City Hall and School Houses	Various	1,000	232,500	3⅞, 4, 6	Various	City Treas'ry & Bk. Repub.	1887 to 1890
Engine House and sewer bonds	1884	1,000	246,000	3¾ & 4	Various	do do	.....
Manchester, N. H.—City bonds	1869-'85	....	313,500	6	Various	City Treasury.	1887 to 1894
Water bonds ($100,000 each year)	1872-'74	100 &c.	200,000	6	J. & J.	Suffolk Bank, Boston.	July 1, 1890 & '98
do do do	1872-'74	100 &c.	400,000	6	J. & J.	City Treasury.	1887-'92-'97-1902
Bridge bonds	1881	100 &c.	60,000	4	J. & J.	do	July 1, 1911
Memphis, Tenn.—School and paving bonds	1867 to '68	....	About 1,000,000	6	J. & J.	Memphis.	1873 to 1902
Post bonds	1867, '8, '9	500 &c.					1873 to 1900
Funding loan, gold	1870	1,000		6 g.	M. & N.	.....	Nov., 1900
Mississippi River Railroad bonds	....	....		6	....	.....	.....
Endorsement Memphis & Little Rock RR.	1857	1,000		7	J. & J.	Charleston, S. C.	July, 1872
Compromise bonds, coupon (Flippen)	1877	1,000		6	J. & J.	N. Y., Nat. Park Bank.	1907
New compromise bonds	1883	1,000	2,400,000	3-4	....	do do	1913
Milwaukee, Wis.—Re-adjustment bonds	1861	500 &c.	125,000	5	J. & D.	Mil.& N.Y., Morton B. & Co.	June 1, 1891
General city bonds	1871	1,000	194,000	7	J. & J.	do do	Jan. 1, 1901
do do (not liable to be called in)	1876	1,000	98,000	7	J. & D.	do do	June 1, 1896
do do	1885-6	....	293,800	4	J. & J.	do do	July 1, 1905&1906
Bridge bonds	1882-'83	1,000	64,000	4	J. & J.	do do	July 1, 1902
Water bonds, coupon	1872	1,000	312,000	7	J. & J.	do do	Jan. 1, 1902
do registered	1872	10,000	949,000	7	J. & J.	do do	Jan. 1, 1902
do coupon	1883-'86	....	378,000	4	J. & J.	do do	1903 & 1906
Waterworks refunding	1883-'84	1,000	263,000	4	J. & J.	do do	1903-1904
Minneapolis, Minn.—City bonds	1870 to '75	....	621,000	8	Various	New York, Nat. Park Bank.	1887-1905
City bonds	1871 to '81	....	422,000	5, 6, 7	Various	do do	1893-1902
do ($366,000 due 1912 are red. 1902)	1881 to '86	1,000	1,937,000	4-4½	Various	do do	1906 to 1916
do	1886-'87	1,000	739,000	4-4½	Various	do do	1914 to 1917
Mobile—Funding bonds	1881	500	2,230,000	3 to 5	J. & J.	New York and Mobile.	Jan. 1, 1906
Nashville, Tenn.—Various city bonds	1870 to '81	100 &c.	1,395,600	6	Various	New York and Nashville.	1887 to 1903
Municipal Bridge bonds	1885	1,000	200,000	5	A. & O.	N. Y., Chemical Nat. Bank.	Oct. 1, 1905
Waterworks	....	....	450,000	6	....	do do	1907-1915
Newark—War bds.,float'g debt, &c. (s.fd. of '64)	....	1,000	550,000	7	Various	Newark, City Treasury.	1891 & 1896
Public school bonds	1868 to '86	1,000	580,000	4½, 5, 7	....	do do	1887 to 1892
Clinton Hill bonds, coup. & reg. (s. fd. 3 p. c.)	1875	1,000	400,000	7	J. & J.	Newark, Nat. State Bank.	July 1, 1895
Corpora te bonds, coup. or reg. (act Apr. 21, '76)	1878-'80	1,000	1,200,000	5 & 6	Various	do do	1909 & 1910
Sewer and improvement bonds (local liens)	'71-'79-'86	1,000	2,450,000	4, 4½ to 7	M. & S.	do do	1893 & 1906-'09
Aqueduct Board bonds ($2,490,000 due in '92)	1867-'86	1,000	3,497,000	7	Various	do do	1892 to 1909
Tax arrearage bonds	1877-'78	1,000	476,000	7	F. & A.	do do	1887 & 1888
do do	1879 to '85	1,000	1,114,000	5	F. & A.	do do	1889-'95
do do	1886	....	97,000	4½	J. & J.	do do	July 1, 1896
Funded debt bonds	1885	....	232,000	5	F. & A	do do	1895
Annexation bonds, reg	1886	1,000	126,000	4	....	.....	1906
City tax	1886	....	158,000	4	....	.....	1906
New Bedford, Mass.—City improvement	1875-86	Various.	328,000	6	A. & O.	City Treasury.	1891 to 1910
Water bonds	1876	1,000	100,000	5	A. & O.	do	1900 to 1904
do	1867 to '76	1,000	360,000	6	A. & O.	do	1887 to 1909
do	1872-'74	1,000	160,000	7	A. & O.	do	1887 to 1909
do	1884	5,000	100,000	4	....	do	1894
Sewer and Bridge bonds	1881-'86	1,000	130,000	3½-4	A. & O.	do	1887 to 1906

Collections in 1886 were better than in 1835 by about $150,000, and the city also received $220,000 from taxes on railroad property collected by the State. Population in 1880, 120,722, against 82,546 in '70; in 1885 by the State census population was 155,300. Taxable valuations and tax rate per $1,000 have been:

Years.	Real Estate.	Personal Prop.	Tax Rate.
1882	$56,125,552	$5,640,300	$29 00
1883	58,287,892	4,664,390	29 40
1884	61,571,512	4,564,683	32 80
1886	61,994,739	4,985,200	29 40

The value of railroad property, not included above, is about $25,000,000, which is subject to a tax rate of 1 per cent for city purposes.

Kansas City, Mo.—In 1885 assessed valuation was $31,678,520 and tax rate 15 mills. In 1886 real estate valuation was $36,833,550; personal, &c., $9,553,240; tax rate, 14 mills.

Lawrence, Mass.—Total debt, $1,764,000. Sinking funds, $325,534. Tax valuation in '84, $27,369,095; in '85, $27,144,050; tax rate, 16·30; in '86, $27,165,590; tax rate, 16·40. Pop., in 1884 45,000; 39,151 in '80; 28,921 in '70.

Long Island City.—The interest on $514,500 of the general bonds is payable from taxation, and on $397,000 from water rents. The tax or revenue bonds issued in each year are chargeable on the uncollected taxes and water rents of a previous year, and all interest on these bonds is paid from the collection of back taxes and interest. The assessed valuation in 1885 was $7,299,170 on real estate and only $37,500 on personal property; the rate of tax was 4·04. For state purposes the valuation was increased to $10,000,000. Real valuation about $25,000,000. Population, 25,000.

Louisville.—The funded debt, Jan. 1, 1887, exclusive of loans payable by railroads, was $9,352,000, against $9,616,000 Jan. 1, 1886. The sinking funds on Jan. 1, 1887, amounted to $4,373,831. Population by Census of 1870 was 100,753, against 123,758 in 1880. The following figures give the assessed property valuation: 1881, $68,753,770; 1882, $70,029,724, of which $52,269,684 was realty. In 1883 valuation $66,118,534, tax rate 2·10; in 1884, $63,927,077, tax rate 2·10; in 1885, $62,763,461, tax rate 2·48; in 1886, valuation, $64,405,515; tax rate, 2·04.

Lowell, Mass.—All the notes held by savings banks. Population 59,475 in 1880; 40,928 in 1870; 75,000 in 1884. Assessed valuation in '84, $36,510,201 real est. and $14,671,634 personal; tax rate, $17 50.

Lynn, Mass.—Valuation '83, $24,687,524; rate, $19·60; in 1884, $27,548,581; tax rate, $18·40. Population, 28,233 in 1870; about 45,000 in 1883.

Manchester, N. H.—Valuation in 1885, $21,137,464; tax rate, $17 50 per $1,000. Population, 32,630 in 1880; 23,536 in 1870.

Memphis, Tenn.—The city was in default for interest after Jan. 1, 1873. The Legislature passed a bill, January, 1879, repealing the city's charter, and the "Taxing District of Shelby County" was organized. The compromise bonds of 1877 were issued at 50 cents on the dollar. Under the act of Tenn. March 3, 1883, new compromise bonds are issued, bearing 3 per cent till January, 1886, then 4 per cent till 1889, and 6 per cent thereafter. The total debt when funded will be nearly $3,000,000. Valuation of real and personal property in 1883, $12,690,318; tax rate, $2 35 on the $100. In 1884 valuation of real and personal property, $13,499,325; tax rate, $2 35. Population in 1870, 40,226; in 1880, 33,592; in 1884, 62,335.

Milwaukee, Wis.—The city cannot issue debt beyond 5 per ct. of its average assessed valuation of real and personal property for five years. In 1884 valuation was $74,951,750; in 1885 real estate, $61,445,921 and personal, $17,415,445; in 1886, $62,641,743. Sinking funds are provided, and all old issues except the general bonds due 1896 may be called in and paid by sinking fund; holders were misled as this was not stated in the bonds. Population, 71,440 in 1870; in 1885 (estimated), 160,000.

Minneapolis, Minn.—Total debt, $3,739,000 Feb. 15, 1887; sinking fund, $332,000; tax valuation in 1887, $33,003,856 real estate and $16,582,906 personal—total, $99,591,762; tax rate, 17½ to 19 mills; in 1885, $77,500,000; in 1884, $74,308,711; tax rate 1885, 20 mills. Population, 46,887 in 1880; 160,000 (estimated) in 1886.

Mobile.—Interest was in default from July, 1873. A settlement with bondholders was offered by act of March 9, 1875. In Feb., 1879, the Legislature repealed the charter of the city. In Oct., 1880, bondholders offered to take new 25-year bonds, bearing 3 per cent for 5 years, 4 per cent for 15 years, and 5 per cent for 5 years. In July, 1886, the unfunded debt was $34,632. Valuation of real and personal property in 1883, $15,350,738; in 1884, $13,578,347, in 1885, $13,763,822. Population 35,000 in 1885; 31,297 in 1880; 32,034 in 1870.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanations see notes on first page of tables.	Date of Bonds.	Size or par Value.	Amount outstanding.	INTEREST. Rate.	When payable	Where payable and by Whom.	Principal—When due.
New Brunswick, N. J.—							
Water bonds ($20,000 are 6s)	1864,73-74	$....	$198,500	6 & 7	....	City Treasury.	1887-1900
1st & 2d mort. water bonds (1sts are $30,000)	1867-69	....	180,000	7	....	do	1892-97-99-1904
City tax bonds	1876-78	....	50,000	7	....	do	1888
Improvement bonds	1873	....	50,000	7	....	do	1887-92
Sinking fund bonds	1881.85	....	87,000	5 & 6	....	do	1901-1903
Commissioners of streets and sewers	....	....	836,600	6 & 7	....	do	1894-1903
New Haven, Conn.—Sewerage	1871	1,000	499,000	7	A. & O.	City Treasurer.	Oct. 1, '91&1901
City bonds (10-20 bonds)	1877	1,000	150,000	5	J. & J.	do	July 2, 1887-'97
Sewerage bds. (pay'le $15,000 y'rly from '95).	1885	1,000	150,000	3½	F. & A.	do	1895 to 1904
New Orleans—Consolidated debt	1854 to '84	1,000	932,878	5, 6, 7	J. & J.	New Orleans.	1892 to 1934
Consolidated debt, extended	....	1,000	4,244,500	6	J. & J.	do	1892 to 1923
Ten year certificates to fund coupons	1883	....	2,112,108	6	J. & J.	do	Jan., 1893
Railroad debt (all extended except $39,000)	1854-75	1,000	397,000	6	Various	do	1894 to 1923
Seven per cent funding loan of 1869	1869	....	567,750	6 & 7	M. & S.	do	1894 & 1922
Seven per cent fun ing loan of 1870	1870	....	375,750	6 & 7	J. & D.	do	1895 & 1922
Jefferson City (debt assumed)	$41,500 extend'd	....	65,500	6 & 8	Various	do	1897 to 1923
Premi m bonds (n exchange)	1875	....	7,584,680	5	....	do	When drawn.
Water Works ($70,400 extended)	1869	....	82,400	5 & 6	....	do	1899 to 1923
Other old bonds ($305,500 extended)	1857 to '73	....	378,130	6 to 10	....	do	1892 to 1923
Newton, Mass.—City bonds and notes	1867 to '86	1,000&c	415,200	3½ to 6½	Various	City Treasury.	1887 to 1914
Water loan ($600,000 6s)	1875 to '86	1,000	1,031,000	3½, 4, 5, 6	Various	Boston, Comm'nwealth Bk.	July 1, 1905 to '14
New York—Accumulated debt bonds, city	1869-'70	100	3,904,700	7	M. & N.		1887 to 1888
Accumulated debt bonds, county	1869-'70	100	3,600,000	7	M. & N.		1887 to 1888
Armory bonds	1884	500	1,172,000	3	M. & N.		Aug. 15, '94, 1904
Assessment bonds	1879 to '84	500	3,218,000	3, 3½, 4, 5	M. & N.		Nov. 1, 1887, to '90
Assessment fund stock	1868 to '83	500	3,277,050	4, 5, 6 & 7	M. & N.		1887, 1903 & 1910
Additional new Croton Aqueduct stock	1872 to '77	500	1,331,300	5, 6 & 7	M. & N.		Aug. 1, 1900
Croton water stock	1847 to '52	100	321,400	5 & 6	Q.—F.		Feb. 1, 1890
Additional Croton water stock	1871 to '85	500	5,609,000	3½ to 6, 7	M. & N.		1891, '99 & 1904
Additional water stock, red'm'ble after 1913	1883 to '84	500	445,000	3, 3½	A. & O.		Oct. 1, 1933
Additional Water stock	1885-6	500	10,000,000	3, 3½	A. & O.		Oct. 1, 1904 & '5
Croton water mains stock	1871 to '81	500	5,196,000	4, 5, 6 & 7	M. & N.		Nov. 1, 1900-1906
Croton Reservoir bonds	1866	100	20,000	6	Q.—F.		Aug. 1, 1907
Central Park fund stock	1857 to '59	100	3,066 071	6	Q.—F.		Nov. 1, 1887
do do	1856 to '58	100	674,300	5 & 6	Q.—F.		July 1, 1898
Central Park improvement fund stock	1857 to '60	100	2,083,200	6	Q.—F.		Aug. 1, 1887
do do	1865 to '71	100	1,766,600	6	Q.—F.		June 1, 1895
City Cemetery stock	1869	100	75,000	7	M. & N.		Aug. 1, 1888
City improvement stock	1869 to '78	500	7,977,515	5, 6 & 7	M. & N.		Nov. 1, 1889 &'92
do do (cons., $687,803 red. aft. '96)	1876 to '80	500	701,419	5 & 6	M. & N.		1900 & 1926
City impr. stock (cons. st'k), cp., exch. for reg.	1874	500	820,000	6 g.	M. & N.		Nov. 1, 1896
City Lunatic Asylum stock	1869 to '70	100	700,000	6 & 7	M. & N.		Aug. 1, 1889
City parks improvement fund stock	1871 to '80	500	4,799,000	5, 6 & 7	M. & N.		1901-1904
Consolidated stock, county, coup., ex. for reg.	1871 & '72	500	8,885,500	6 g.	J. & J.		July 1, 1901
do city, do	1871 & '72	500	4,252,500	6 g.	J. & J.		July 1, 1901
do dock bonds do	1871	500	1,000,000	6 g.	J. & J.		July 1, 1901
do city pks. impr. fd. st'k, do	1872	500	862,000	6 g.	J. & J.		Jan. 1, 1902
do red. aft. 1908, cp. ex. for rg.	1873	500	6,900,000	5 g.	M. & N.		Nov. 1, 1896
do city, coupon exch. for reg.	1874-'75	500	1,564,000	6 g.	M. & N.		Nov. 1, 1928
do city, (A)	1872 to '74	500	2,455,000	6 & 7	M. & N.		Nov. 1, 1894
do county (A & B)	1874	500	1,680,200	7	J. & D.		Dec. 1, 1896
do city (B & C)	1874	500	6,324,709	7	J. & D.		Dec. 1, 1896
do city (D E & F)	1876-'77	500	1,858,349	5 & 6	M. & N.		May 1, 1916, & '26
do city (G K L & M)	1877 to '84	500	941,135	4 & 5	M. & N.		Nov. 1, '89, '97, '99
do city	1880	500	2,800,000	4	M. & N.		Aug., 1894
do consol. st'k (Riker's Isl'd)	1884	500	180,000	3	M. & N.		Nov. 1, 1910
do (Harlem River Bridge)	1886	500	400,000	3	M. & N.		Nov. 1, 1906 &'07
Dock bonds	1870 to '84	500	11,053,000	3 to 7	M. & N.		Nov. 1, 1901-1915
Consol. stock (Metropolitan Museum of Art)	1884	500	25,000	3	M. & N.		Nov. 1, 1905
Fire Department stock	1869-'70	100	521,953	6	M. & N.		Nov. 1, 1899
Market stock	1867 to '69	100	296,000	6 & 7	M. & N.		May 1, 1894 & '97
Museums of Art and Natural History stock	1873 to '81	500	958,000	4, 5 & 6	M. & N.		May 1, 1903
N. Y. City bds. for const. of bridge ov. Harlem R.	1879 to '84	500	499,500	3, 4 & 5	M. & N.		Nov. 1, 1891
N. Y. Bridge bonds	1869 to '75	100	1,500,000	6	M. & N.		Nov. 1, 1905
do do Consol. stock, redeem. after '96	1876	500	500,000	6	M. & N.		May 1, 1926
do do $500,000 af. '96, $1,421,900 af 1900	1876 to '80	500	1,921,900	5	Q.—F.		May 1, 1926
do do $750,000 af. 1903, $416,666 af. 1905	1880 to '83	500	1,166,666	4 & 5	M. & N.		May 1, 1928
Ninth District Courthouse bonds	1871	500	300,000	7	M. & N.		Nov. 1, 1890
Normal school fund stock	1871 & '72	500	200,000	6	M. & N.		Nov. 1, 1891
N. Y. Co. Courthouse st'k, Nos. 1, 3, 4 & 5	1862 to '82	100	1,716,000	4, 5, 6 & 7	M. & N.		Nov. 1, 1887-'98
New York County repairs to buildings stock	1870	500	60.000	6	M. & N.		Nov. 1, 1887-'88
N. Y. and Westchester Co. improvement bonds	1871	500	30,000	6	M. & N.		Dec. 1, 1891
Public school building fund stock	1871 to '74	500	636,000	6	M. & N.		Nov. 1, 1891
School House bonds	1884-'85	500	802,845	3	M. & N.		Aug. 15, 1894
Street improvement bonds	1869 & '70	100	606,900	6	M. & N.		Nov. 1, 1888
Soldiers' bounty fund bonds	1864	100	2,510,400	6	M. & N.		1887-'90
do do No. 3	1865	100	745,800	7	M. & N.		Nov. 1, 1893-'97
Soldiers' bounty fund red. bonds, No. 2	1865	100	376,600	7	M. & N.		Nov. 1, 1891
Tax relief bonds, No. 2, coup. exch. for reg.	1870	500	3,000,000	7	M. & N.		Nov. 1, 1890
Third District Court-house bonds	1874 to '77	500	398,000	5 & 6	M. & N.		Nov. 1, 1890
Water stock of 1870	1872	500	475,000	6 & 7	M. & N.		Nov. 1, 1902
Debt of annexed territory of Westchester Co.	....	500	700,000	7	Various		1887 to 2147

Interest is payable at City Comptroller's Office, Stewart Building. Interest on the gold coupon bonds of 1901 and 1902 is payable also at Messrs. Rothschild's in London.

Nashville, Tenn.—Assessed valuation of all property in 1886 was $25,671,200; tax rate, 1½ p. c. Population, 43,350 in '80; 25,865 in '70.

Newark.—The bonds in the first line in the table are payable out of the sinking fund of 1864, which amounted Dec. 31, 1886, to $550,471; public school bonds out of public school fund, $488,265; Clinton Hill bonds by sinking fund $263,560. The total amount in the sinking funds on Dec. 31, 1886, was $2,622,063. The Aqueduct bonds are not a direct liability of the city of Newark. Real and personal property have been assessed at about two-thirds of true value as follows: 1884, real estate, $72,456,775; personal, $18,524,775; tax rate, $2 03; 1885, real estate, $74,189,110; personal, $18,730,160; tax rate, $1 93. Population in 1870, 105,059, against 136,508 in 1880, and 155,000 in 1885.

New Bedford, Mass.—Population, 35,000 in 1886; 21,320 in 1870. Assessed valuations in 1886 were $16,778,900 real estate and $15,416,659 personalty; tax rate, $16 per $1,000.

New Brunswick, N. J.—A financial statement made for April 1, 1885, showed the taxable real estate assessed at $4,118,300, and personal property $1,212,150; tax rate, $3·99. The total funded debt April 1, 1885, was $1,562,000; sinking fund, $90,917.

New Haven, Conn.—Bond funds, $134,784. The city made a special loan of $75,000 to the New Haven & Derby RR., and guaranteed $225,000 of its 2d mort. bonds. Popula. in 1870, 50,840; in 1880, 62,882. Assessed valuat'n (about 80 p. ct. of true value), tax rate, &c., have been:

Years.	Real Estate.	Personalty.	Rate of Tax.	Tot. D'bt.	Skg. Fds.	&c.
1884....	$36,298,114	$14,271,224	11 mills.	$714,000	....	....
1885....	42,000,000	16,000,000	11 mills.	819,000	$114,078	
1886....	43,500,000	17,500,000	11 mills.	799,000	134,784	

New Orleans.—The debt as given in the above table is as outstanding June 30, 1886. In June, 1882, a law was passed to issue new 6 per cent 40 year bonds for all old bonds other than premiums; the extended bonds run till 1923, but are redeemable after 1895. Certificates were issued for overdue coupons to Jan. 1, 1883, and though made for ten years the certificates are payable at option. The assessed valuation of property, real and personal, for 1883 was $103,091,103; tax rate $2; in 1884, $114,581,744; tax rate 2; in 1885, $123,929,238; tax rate $2·54: in 1886, $127,705,853 tax rate $2·02. A scheme for settling the debt by a bond premium drawing plan is in practice, and drawings take place January 31, April 15, July 31 and October 15. Population in 1880, 216,090.

Newton, Mass.—Sinking funds, Jan. 1, '87, $237,978. In 1884 valuation $27,814,561; tax rate, $14 40. Valuation in 1885 $28,999,820; tax rate, $14 per $1,000. Valuation in 1886, $31,016,930; tax rate, $14 40. Population 19,759 in 1885; 16,994 in '80; 12,825 in '70.

New York City.—The total debt of New York, January 1, 1887, was $125,983,736; the amount of sinking funds, $41,205,470. The following statement shows the details of funded debt and the amount in the city sinking fund at the dates named:

Description.	Jan. 1, 1885.	Jan. 1, 1886.	Jan. 1, 1887.
Total funded debt	$126,871,138	$125,475,240	$125,983,736
Sinking fund	34,823,735	36,113,814	41,205,470
Net funded debt	$92,047,403	$89,361,426	$84,777,266
Revenue bonds	2,358,825	3,670,525	5,618,368
Total net debt	$94,406,228	$93,031,951	$90,395,634

The population of New York, by the U. S. Census, in 1870 was 942,292, and 1,206,299 in '80. Jan. 1, '65, and since Jan., '72, the valuation, rate of taxation, and net funded debt at end of year have been as follows:

Years.	Real Estate.	Personal Estate.	Tax p. $1.000 State.	Tax p. $1.000 City	Net Debt, Dec. 31.
1865	$427,360,884	$181,423,471	34 96	$24 94	$35,973,597
1872	797,148,665	306,949,422	5 20	23 81	95,487,154
1874†	881,547,995	272,481,181	6 65	21 35	114,979,970
1875	883,643,545	217,300,154	7 27	22 13	116,773,721
1876	892,424,165	218,626,178	6 51	21 49	119,811,310
1877	895,063,933	206,023,160	3 78	22 72	117,700,742
1878	900,855,790	197,532,075	3 56	21 94	113,418,403
1879	918,131,380	175,934,955	3 43	22 37	109,425,414
1880	942,571,690	201,194,037	3 12	22 16	106,066,240
1881	976,735,199	209,212,899	3 60	22 60	102,618,301
1882	1,035,203,816	198,272,582	—22 50—		100,388,483
1883	1,079,130,669	197,546,495	22 90		95,529,909
1884	1,119,761,597	218,536,746	22 50		94,406,228
1885	1,168,443,137	202,673,866	24 00		93,031,951
1886	1,203,941,065	217,027,221	22 90		90,395,634
1887	1,257,275,903	.....	.....		.....

* Less sinking fund. † Annexed towns included.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanations see notes on first page of tables.	Date of Bonds.	Size or par Value.	Amount outstanding.	INTEREST. Rate.	When Pay'ble	Where Payable and by Whom.	Principal—When Due.
Norfolk, Va.—Coupon bonds	1870-'74	$100	$833,593	6	Various	Norfolk and Baltimore.	1894 to 1900
Coupon bonds of 1881 (exempt)	1881	....	350,000	5	A. & O.	do do	1911, 1914
Trust and paving, coup	1872-'73	100	290,800	8	A. & O.	do do	Apr., '92, July, '93
Coupon bonds	....	....	310,000	5	....	.....	1913, 1914, 1916
Coupon bds., water (a mort. on water works)	1871	100	640,000	5 & 8	M. & N.	New York and Norfolk.	1901,1914 & 1915
Norwich, Conn.—City bonds	1877	1,000	160,000	5	A. & O	Norwich.	April 1, 1907
Water loan ($50,000 1890, $250,000, 1898)	'68, '78, '80	1,000	300,000	5, 6 & 7	Various	do	1898,1908 & 1910
Court House	1875	1,000	164,000	7	J. & J.	do	Jan. 1, 1905
Sinking fund bonds	1878	1,000	50,000	5	A. & O.	do	April 1, 1908
Funding 10-30s	1883	....	125,000	4	....	.....	1913
Paterson, N. J.—School bonds	1859-'73	500	58,600	7	J. & D.	City Hall, by Treasurer.	1887-1904
Funded debt bonds	1862-'71	500	80,000	7	J. & D.	do do	1887 to 1900
Sewer b'ds ($145,000 are M. & S. & $90,500 5s)	1869-'82	500	403,500	5, 6, 7	Various	do do	1887-1902
War bounty bonds	1864-'65	500	306,500	7	J. & D.	do do	1887 to 1900
Funding bonds, "A"	1877	100 &c.	100,000	6	J. & D.	do do	June, 1887
Renewal bonds, "B" and "C"	1877-'84	500	210,000	4½ & 6	Various	do do	1901-1906
Philadelphia—Consolidated city loan	....	50 &c.	2,217,220	6	J. & J.	Philadelphia, by Treasurer.	1887 to 1906
Bonds for railroad stock subsidy subscript'n	1855	50 &c.	564,500	6	J. & J.	do do	1887 to 1903
do for water works	1855 to '71	50 &c.	6,401,800	6	J. & J.	do do	
do for bridges	1859 to '70	50 &c.	3,836,000	6	J. & J.	do do	
do for park and Centennial	1868 to '70	50 &c.	8,403,200	6	J. & J.	do do	
do for war and bounty purposes	1862 to 65	50 &c.	11,706,500	6	J. & J.	do do	1887 to 1905
do municipal, school, sewer, &c.	1860 to '70	50 &c.	16,241,100	6	J. & J.	do do	
Guaranteed debt, gas loans	....	....	3,500,500	6	J. & J.	do do	1899 to 1905
Four per cent loan ("H" to "Y")	1879	25 &c.	6,498,800	4	....	do do	1887 to 1904
Peoria, Ills.—School loan	....	....	78,500	7	Various	N. Y., Mercantile Nat. Bk.	1887 to 1898
War loan	....	....	42,000	4½	M. & N.	do do	Mar. 1, 1902 &'03
Water loan	....	....	450,000	5, 6 g., 7	Various	do do	1888-'89-1901
Peoria & Rock Island Railroad	....	....	100,000	7	J. & J.	New York.	July 1, 1888
Pittsburg—Water exten. loan (coup. or reg.)	1868 to '74	100 &c.	4,282,500	7	A. & O.	Phila., Townsend, W. & Co.	1893 to '98
Water loan, reg	1878	25 &c.	300,000	6	J. & J.	do do	1908
Funded debt and other municipal bonds	1845 to '72	500 &c.	1,281,000	6 & 7	Various	Pittsburg and New York.	1886 to 1912
Compromise railroad bonds (coup. and reg.)	1863	100 &c.	2,176,300	4 & 5	J. & J.	New York, B'k of America.	1913
Funded debt improvement bonds, cp. & reg	1882-'83	100 &c	1,480,000	5	....	Pittsb'rg and Philadelphia.	1912-1913
Improv. bonds coup. or reg. (Act of May 9, '79)	1885	100 &c.	3,747,000	4	J. & D.	Pittsburg, Treasurer.	Dec. 1, 1915
Portland, Me.—Loan to Atl. & St. Lawrence RR	1869-'70	1,000	541,000	6	M. & N.	Bos., Maverick N. Bk. or Ptld	Nov., 1887, '88
Loan to Portland & Rochester Railroad	1867 to '69	500 &c.	627,500	6	J. & J.	do do	July, 1887
do do do	1872	500 &c.	416,000	6	J. & J.	do do	July 1, 1897
do Portland & Ogdensburg	1872	1,000	1,200,000	6	M. & S.	do do	Sept. 1, 1907
Municipal—proper	1867-79	500 &c.	851,000	6	m'nthly	Boston and Portland.	1887 to 1897
Building loan bonds	1867	1,000	304,000	6	J. & D.	do	June 1, 1887
Providence, R.I.—Recruiting and bounty bonds	1863	1000 &c.	300,000	5	J. & J.	Providence.	Jan., 1893
Water loan bonds, gold, coupon	1872	1000 &c.	2,028,000	5 & 6 g.	J. & J.	Boston, Prov. and London.	July, 1900
do do registered	1874	1000 &c.	1,972,000	5 & 6 g.	J. & J.	N. Y., N. City Bank, & Prov.	July, 1900
do do do	1876	1000 &c.	1,500,000	5 g.	J. & J.	do do	July 1, 1906
do do gold coupon	1886	1,000	483,000	3½ g	M. & S.	N. Y., Bost. or London.	Sept. 1, 1916
City Hall & sewer loan b'ds, sterling, cp. or reg	1875	£100	1,397,250	5 g.	J. & J.	London, Morton, Rose & Co	July 1, 1895
do loan of 1879	1879	1000 &c.	600,000	4½	J. & D.	Providence.	June 1, 1899
Public improvement loan, registered	1879	Large.	596,000	5	J. & J.	do	July 1, '99 & 1900
Prov. & Springfield RR. bonds, guaranteed	1872	1,000	500,000	7	J. & J.	do	1892
New High School Building certificates	1877 & '79	Various	45,438	4½	Various	Boston and Providence.	1887-9
Richmond, Va.—Bonds, reg., ($118,000 are coup.	....	....	2,638,858	6	J. & J.	Richmond, Treasurer.	J. & J., 1887-1914
Bonds, reg. and coup. ($213,500 are coup.)	...	....	1,179,700	8	J. & J.	do do	1904-1911
New fives, 10-34 years, registered	....	....	1,178,000	5	J. & J.	do do	July, 1914-'20
Bonds	....	....	276,000	4	....	.....	1920
Rochester, N.Y.—To Genesee Valley Railroad	1872	1,000	132,000	7	J. & J.	N. Y., Union Trust Co.	1887 to 1903
To Roch. & State L. and R. N. & P. Railroads	1872 to '74	1000 &c.	750,000	7	F. & A.	New York and Rochester.	Feb. 1, 1893
For various city improvements	1872 to '75	Various	585,000	7	Various	do do	1887 to 1902
Water works loan, coupon and registered	1873 to '76	1000 &c.	3,182,000	7	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1903
Funding loan	1875	1,000	410,000	7	J. & J.	do	Jan. 1, 1905
Consol loan	1882	5,000	100,000	4	F. & A.	do	Aug. 1, 1912
Local improvement and funding loan	1885	5,000	300,000	4	J. & J.	do	1890, redeem. '87
Rockland, Me.—Municipal bonds	....	50 &c.	615,150	4 & 5	Semi-an	City Treasury.	1887 to 1911
Railroad loan ($20,000 payable yearly)	1869	100 &c.	53,300	6	J. & J.	do	1887 to 1899
do	1871	100 &c.	59,500	6	F & A.	do	1891
do	1872	100 &c.	54,100	6	M. & S.	do	1902
Notes and certificates of deposits	....	....	105,852	3·65	....	do	On call.
St. Louis—Renewal and floating debt bonds	1867 to '71	Various	931,000	6	Various	N. Y., Nat. Bank Republic	1887 to '91
Real estate, buildings and general purposes	1840 to '68	Various	645,000	6	Various	do do	1887 to 1906
Tower Grove Park bonds (gold)	1868	1,000	340,000	6 g.	F. & A.	do do	Aug., 1897
Sewer bonds ($336,000 are gold bonds)	Various	1,000	1,108,000	6 & 6 g.	Various	do do	1887 to '95
Harbor and wharf bonds	1866 to '68	Various	359,000	6	Various	do do	1887-88
New water work bonds (gold)	1867 to '70	1,000	3,758,000	6 g.	J. & D.	New York and St. Louis.	June, 1887, & 90
do do do	1872	1,000	1,250,000	6 g.	A. & O.	N. Y., Nat. B'k Commerce.	April 1, 1892
Refunding water pipe, special tax, gold	1874	....	800,000	6 g.	M. & N.	do do	July 1, 1894
Floating debt bonds (gold sterling)	1874-75	1,000	955,000	6 g.	M. & N.	New York or London.	1894 and 1895
Renewal purposes, gold or sterling	1873-79	1,000	3,086,000	6 g.	Various	do do	1893 to 1899
Real estate, &c., bonds, gold, $ and £	1875	1,000	150,000	6 g.	M. & N.	do do	1895
Renewal bds., gold, $ and £ (part red'mable '90	1880	1,000	1,024,000	5 g.	Various	do do	Jan. & June, 1900
Renewal bonds, gold	1882 to '85	1,000	913,000	4 g.	Various	do do	1902 to 1905
Bridge approach bonds (gold)	1872	500	461,000	6 g.	J. & D.	N. Y., Nat. B'k Commerce.	Dec. 10, 1892
Bonds for St. L. Gas Light Co., judgm't. £ or $	1885	1,000	965,000	4	J. & D.	New York and London.	June 1, 1905
St. Louis County bonds assumed—							
Insane Asylum	1867	1,000	100,000	7	J. & J.	N. Y., Nat. Bk. Commerce.	July 1, 1887

The Legislature passed a law in 1885 that the indebtedness should not exceed 10 per cent of the assessed value of real estate, and this 10 per cent was construed by the Court of Common Pleas (General Term) to include the bonds in the sinking fund as a part of the debt. See V. 41, p. 688. (V. 39, p. 49, 727; V. 41, p. 51, 69, 242, 688; V. 42, p. 575, 753; V. 43, p. 41; V. 44, p. 204.)

Norfolk, Va.—The assessed valuations and tax rate per $1,000 are:

Years.	Real Estate.	Personalty.	Tax Rate.
1882	$9,590,431	$1,363,403	$20
1883	9,776,197	1,722,492	20
1884	10,086,898	1,494,483	20
1885	12,307,131	1,893,550	18
1886	11,963,450	1,739,630	18

—Population by U. S. Census in 1870, 19,229; in 1880, 21,966.

Norwich, Conn.—The assessed valuations, tax rate, &c., are:

Years.	Real Estate.	Personal Property.	Rate of Tax.
1880	$7,438,097	$2,976,028	8 mills.
1881	7,382,834	2,872,566	10 "
1882	7,362,364	2,762,931	10 "
1883	7,392,767	2,658,058	9 "

—Sinking fund, May, 1886, $57,581; population, 21,145 in 1880; 16,653 in 1870.

Paterson, N. J.—Finances are apparently in a sound condition The assessed valuations, tax rate per $1,000, &c., have been:

Years.	Real Estate.	Personalty.	Tax Rate.	Debt.
1883	$18,506,048	$3,856,635	2·28	$1,217,500
1884	18,521,342	3,876,075	2·50	1,168,500
1885	19,205,501	3,816,500	2·50	1,168,500
1886	19,549,111	3,891,115	....	1,165,000

—Population, 51,031 in 1880; 33,579 in 1870.

Philadelphia.—Jan. 1, '87, the funded debt was $59,369,620. In the following table the assessed value of real estate is near its cash value:

Years.	Real Estate.	Personalty.	Tax Rate
1883	$562,687,555	$8,795,700	$18 50
1884	573,728,105	9,884,578	18 50
1885	587,749,825	10,035,600	18 50
1886	601,001,971	10,307,644	18 50
1887	618,059,987	10,619,325	18 50

Assessed valuations of property for 1887 are: Full city property $569,587,035; suburban property, $40,203,885; farm property, $18,888,392. Tax rate, $18 50. Population, 1870, 674,022, against 847,170 in 1880.

Peoria, Ill.—Total debt, $670,500 Dec. 31, 1886. Population, 29,259 in 1880; 22,849 in 1870; in 1886 (estimated), 45,000.

Pittsburg.—The assessed valuation in 1884 was: Real property; $105,404,720; personal, only $1,838,258; tax rate, 1884, 16 mills per $1. Valuation of real estate in 1885, $108,530,608; personal, $3,000,000; tax rate, 13 mills. Total valuation in 1886 about $130.000,000; tax rate 14 mills. Population, 156,389 in 1880; 86,076 in 1870, and in May, 1884 (estimated), 180,000. (V. 42, p. 23.)

Portland, Me.—The sinking fund and available assets March 31, 1887, were $147,627, not including $1,350,000 P. & Og. RR. bonds. The city is protected by mortgages on Atlantic & St. Lawrence Railroad. Population in 1880, 33,810; 1870, 31,413; 1887 (est.), 40,000. The assessed valuations, tax rate, &c., have been:

Years.	Real Estate.	Personal Property.	Rate of Tax per $1,000.	Total Debt.	Sinking Funds, &c.*
1882-83	$20,288,300	$12,354,455	$21 50	$4,545,500	$51,869
1883-84	20,431,300	12,598,720	20 00	4,371,000	133,846
1884-85	20,794,300	12,014,435	20 50	4,286,000	106,408
1885-86	21,208,000	11,759,525	21 00	4,285,500	162,986
1886-87	21,571,000	11,862,200	21 00	3,942,500	147,628

* These do not include the sinking funds for railroad loans.

Providence, R. I.—The principal debt of Providence has been created since '72 for water works, sewerage, the City Hall and Brook Street Improvement. The sinking fund for bonds due in 1893 is $333,367; 1895-99, $719,564; 1899-1900, $141,178; 1900-06-16, water loan, $452,275. Population, 1870, 68,904; 1885, 118,070. The laws of Rhode Island now limit the debts of towns to 3 per cent of their assessed valuation.

Assessed valuations, &c., have been:

Years.	Real Estate.	Personal Property.	Tax per $1,000.	Total Debt.	Assets in S.nk. Funds, &c
1880	$88,012,100	$27,908,900	$13 50	$10,202,688	$1,359,142
1881	87,788,000	28,413,800	14 00	10,100,599	1,397,558
1882	88,987,900	30,208,300	14 50	10,077,099	1,597,280

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanations see notes on first page of tables.	Date of Bonds.	Size or par Value.	Amount outstanding.	INTEREST. Rate.	When Pay'ble	Where Payable, and by Whom.	Principal—When Due.
***St. Louis, Mo.*—(*Continued*)—**							
St. Louis County bonds—County Jail	1868	$1,000	$500,000	7	M. & S.	N. Y., Nat. B'k Commerce.	Sept. 1, 1888
General purposes, gold	1872	1,000	600,000	6 g.	J. & D.	do do	June, 1892
Park bonds, coupon, gold	1875	1,000	1,900,000	6 g.	A. & O.	do do	April 1, 1905
Gen. & ren'al bds. (all g. but $100,000 7s)	1869 to '76	1,000	2,225,000	7 & 6 g.	Various	do do	1889-1896
***St. Joseph, Mo.*—Funding bonds**		...	880,900	4	.....	N. Y., Amer. Exch. Nat. Bk.	Aug. 1, 1901
Funding bonds	1883	....	902,000	6	F. & A.	N. Y., Nat. Bk. Commerce.	1903
***St. Paul, Minn.*—Bonds**	1882-85	1,000	71,000	4	Various	N. Y. Am. Exch'ge Nat. Bk.	1907 to 1913
Bonds	1867 to '85	1,000	906,002	5	Various	do do	1887 to 1915
do	1868 to '81	500&c.	433,000	6	Various	do do	1888 to 1906
do	1862 to '79	Various	399,551	7	Various	do do	1887 to 1903
do	1860 to '79	Various	307,315	8	Various	do do	1893 to 1904
City Hall, Park and Fire Department	1886	1,000	175,000	4½	....	do do	1916
Waterworks coups. (acts Feb.,'81 & Jan., '83).	1882-4-5	1,000&c	1,500,000	4 & 5	Various	do do	1912 to 1915
***Salem, Mass.*—City debt**	Various.	100 &c.	561,500	4, 5 & 6	Various	City Treasury.	1887 to 1895
Water loan	1868-9	100 &c.	375,000	6	A. & O.	do do	Apl. 1, 1887-1898
do	1878	1,000	398,500	5	J. & J.	do do	July 1, 1904
***San Francisco*— Bonds of 1858, coupon (gold)**	1858	500 &c.	99,000	6 g.	J. & J.	San F.& N.Y., Laidlaw & Co.	Jan. 1, 1888
Central Pacific Railroad, coupon (gold)	1864	500 &c.	174,000	7 g.	J. & J.	do do	July 1, 1894
Western Pacific Railroad, do do	1865	500 &c.	100,000	7 g.	M. & N.	do do	May 1, 1895
Judgment bonds, do do	1867	500 &c.	246,000	7 g.	A. & O.	do do	Oct. 1, 1887
School bonds	1870	500 &c.	285,000	7 g.	J. & D.	do do	June 1, 1890
School bonds	1874	500 &c.	200,000	6 g.	J. & J.	do do	July 1, 1894
Park improvement bonds	1872 to '75	500 &c.	475,000	6 g.	J. & J.	do do	1897 & 1904
Hospital bonds	1871 to '73	500 &c.	210,000	6 g.	M. & N.	do do	Nov. 1, 1891
House of Correction bonds	1874	500 &c.	150,000	7 g.	I. & J.	do do	July 1, 1894
City Hall construction	1875 to '76	500 &c.	407,500	6 g.	....	do do	1899
Montgomery Ave (special tax)	1873-74	....	1,579,000	....	.....	.....	.....
Dupont St. (special) (Act March 4, 1876)	1876	....	919,000	7 g.	J. & J.	San.F.& N.Y.,Laidlaw& Co.	1896
***Savannah, Ga.*—New compromise bonds**	1879	100 &c.	3,397,500	5	Q—F.	N. Y., Eugene Kelly & Co.	Feb. 1, 1909
***Somerville, Mass.*—City debt**	....	Various.	1,170,000	4, 5, 5½,6	Various	Boston, Nat. Security Bank	1887 to 1896
Water loan	....	Large.	335,000	4, 5, 5½	Various	do do	1887 to 1906
***Springfield, Mass.*—City notes**	....	Large.	48,000	4½	Various	Salem.	1887 to 1889
City bonds	....	1,000	63,000	6	Various	Boston, First National B'k.	1887-1890
Water loan ($200,000 are 6 per cents)	....	1,000	1,200,000	6 & 7	A. & O.	do do	Apl. 1, '94, to 1905
Railroad loan	....	1,000	140,000	7	A. & O.	do do	1887 to 1893
***Toledo, O.*—General fund city bonds, coup**	Various.	....	1,236,151	4½ to 8	Various	N. Y., Imp. & Trad. N. Bk.	1887 to 1913
Toledo & Woodville Railroad, coupon	1870	....	432,000	7·3	M. & N.	do do	May, 1900
Water works ($3,000 only 6s)	'73,'74&79	....	1,000,000	6 & 8	Various	do do	1893 to 1899
Short bonds, chargeable on special assessm'ts.	Various.	....	150,000	7 & 8	Various	do do	1887 to 1888
Bonds, payable after 1893	1883	....	360,000	5	A. & O.	do do	Oct., 1913
***Worcester, M.*—City, ($521,500 c., $1,521,900 r.)**	1861 to '83	500 &c.	2,043,400	4, 5 & 6	Various	C.Treas.& Bost. Mchts.' Bk.	1887 to 1905
Sewer debt (all registered)	1870 to '86	500 &c.	785,000	4, 4½, 5	Various	do do	1899 to 1905
Water debt, reg.	1870 to '85	500 &c.	678,300	3½, 4, 5, 6	Various	do do	1887 to 1915

Years.	Real Estate.	Personal Property.	Tax per $1,000.	Total Debt.	Assets in Sink. Funds, &c.
1883....	$90,143,400	$31,722,000	$14 50	$9,941,188	$1,681,400
1884....	91,642,100	30,854,400	14 50	9,890,688	1,843,785
1885....	92,887,400	31,314,600	14 50	9,568,188	1,438,328
1886....	97,975,900	32,281,500	14 00	9,685,817	1,701,985

Richmond, Va.—In 1886, real estate valuation, $33,517,807; personal, $14,575,848: tax rate, $1 40. In 1885, real estate, $32,347,803; personal, $13,751,666; tax rate, $1 40. Population, 63,600 in 1880; 51,038 in 1870.

Rochester.—Total funded debt, $5,249,000 March, 1885. The bonds of Genesee Valley RR. loan, $148,000, are provided for by net receipts from a lease of said road to Erie Railway. Population, 89,366 in 1880; 62,386 in 1870; in 1882, estimated, 105,000. Assessed valuation (60 per ct. of true value), rate of tax, &c., have been:

Years.	Real Estate.	Personal Property.	Tax per $1,000 in old Wards.	Total Debt.
1883....	$36,166,200	$1,817,200	27·65	$5,354,000
1884....	37,270,850	1,778,100	32·22	5,284,000
1885....	38,563,020	2,389,050	30·98	5,399,000
1886....	72,171,975	3,345,000	15·22	5,459,000

In 1886 real estate valuation was at 80 per cent. Population in 1887 about 125,000.

Rockland, Me.—Valuat'n of real and personal estate, 1885, about $3,900,000; tax rate, $26 per $1,000; 1886 valuations, $3,788,780; tax rate, $22 50 per $1,000. Population, 7,599 in 1881; 7,074 in 1870.

St. Joseph, Mo.—Population in 1880, 32,431; in 1870, 19,565. A compromise of the debt was made in new 4 per cent bonds, which are given for the full principal and interest of old bonds. Aug. 31, 1885, there were in addition to bonds given above $40,074 small issues and unpaid coupons.

The assessed valuations and tax rate for three years were as below. In 1885 valuations were the same as in 1884, no new valuations being made.

	Real estate.	Personal.	Tax rate.
1883	$7,586,650	$3,678,193	·023$_{10}$
1884	7,873,150	3,700,222	·023$_{10}$
1885	7,873,150	3,700,222	·015$_{100}$

—(V. 43, p. 50.)

St. Louis.—Population by the United States census in 1870 was 310,864, against 350,518 in 1880. The city and county were merged by law in 1877 and city assumed the county bonds. A claim of the St. Louis Gaslight Company for gas furnished, amounting in all to about $882,000, with interest to March 31, 1882, was decided against the city in 1880. The $548,000 renewal bonds, due 1900, are redeemable in 1890: the $913,000, due 1902-1905, are redeemable 1892-1895. Assessed valuation of property and tax rate have been:

Years.	Real Estate and Personal Property.	Rate of tax per $1,000.— New Limits.	Old Limits.	Bonded Debt.
1881	$167,336,600	$5 00	$17 50	$22,417,000
1882	191,720,500	5 00	17 50	22,311,000
1883	191,522,490	5 00	17 50	22,232,000
1884	211,480,710	5 00	17 50	22,105,000
1885	207,526,000	5 00	17 50	22,016,000
1886	214,427,690	5 00	17 50	22,942,000

—(V. 40, p. 764; V. 44, p. 586.)

St. Paul, Minn.—Population in 1870 was 22,300; in 1880, 41,498; in 1884 the local estimate of population is 100,000. Assessed valuations of taxable property and tax rate have been:

Years.	Real Estate.	Personal Property.	Rate of Tax per $1,000.	Total Debt.
1878	$17,300,486	$5,491,026	$13 "	$1,356,444
1879	17,300,766	5,942,503	15 "	1,519,310
1882	30,000,000	10,000,000	21 "	1,959,910
1883	31,000,000	12,000,000	24·50"	2,328,040
1884	47,000,000	14,263,565	16	3,027,140
885	50,512,212	14,291,946	19 50	3,815,640

1Valuation of real estate is about one-half of true value.

Salem, Mass.—In addition to the debt as above given there were in Dec., 1886, $96,936 trust funds, payable on demand. The sinking funds Feb., 1887, were $431,470, mostly consisting of City of Salem bonds. Population, 27,563 in 1880; 24,117 in 1870. Tax valuation, 1882, $25,528,242; tax rate, $15 50. In 1883 valuation, $25,614,115; tax rate, $16. In 1884 valuation, $25,360,772; rate of tax, $17 50. In 1885 real estate valuation, $12,831,300; personal, &c., $12,234,830, total, $25,066,130; tax rate, $16 50. In 1886 valuation of real estate' $13,283,50C; personal, $12,937,024; total, $26,220,523; tax rate, $15 50.

San Francisco.—Population, 233,959 in 1880; 149,473, in 1870. The Montgomery Avenue and Dupont Street bonds are special issues chargeable only on the assessment of property benefitted, and suits were in progress October, 1884, to determine their legal status. Sinking funds raised annually amount to over $238,000, the amount on hand June 30, 1886, being $901,933. The assessments for four years and tax rate (per $100) are given below. The following valuations are made by the city and county, the valuations by the State being different, but the tax rate below includes that for State purposes:

	Realty.	Personalty.	Total Tax Rate.
1881-82	$155,834,879	$66,598,521	$1 80½
1882-83	151,894,908	50,267,099	1 80¼
1883-84	158,723,269	62,272,534	1 69¾
1884-85	164,495,888	59,013,672	1 57½
1885-86	171,416,426	56,192,922	1 59½

Savannah, Ga.—Default was made on interest Nov. 1, 1876, in consequence of yellow fever and non-collection of taxes. The compromise gave new 5 per cent bonds for the face of old bonds; and for interest up to Feb. 1, 1879, 58 per cent of the face value in similar bonds; also, there are $386,500 of fives issued in exchange for Atlantic & Gulf RR. bonds. Assessed value of real estate and tax rate each year have been as follows: In 1881, $10,500,000, $25; 1882, $10,650,000, $30; 1883, $10,900,000, $30; in 1884, $12,500,000, $30; in 1885, $13,000,000, $21 25. Population in 1870, 28,235, against 30,709 in 1880.

Somerville, Mass.—Total debt, Jan. 1, 1887, $1,525,000; sinking fund, $584,052. Property valuation in 1882, $23,162,200; in 1883, $23,812,900; in 1884, $24,331,100; in 1885, $25,907,700; in 1886, $26,003,200. Tax rate in 1885 and 1886, $15 40. Except $140,000 5s in $1,000 pieces and $399,000 4s, all bonds are in $2,000 to $50,000 pieces. Population 24,933 in 1880; 14,685 in 1870.

Springfield, Mass.—Total funded debt, Jan., 1887, $1,451,000 cash assets, $149,734. The railroad debt falls due $20,000 each year. Population in 1885, 38,000; 1870, 26,703. Tax valuation and rates have been:

Years.	Real Estate.	Personal property.	Tax rate per $1,000.
1881	$23,795,920	$8,935,850	12 50
1882	25,084,420	9,198,258	12 50
1883	25,676,800	9,260,459	12 50
1884	26,201,150	8,792,666	14 00
1885	26,969,800	8,827,966	12 80
1886	27,638,760	9,143,442	12 80

—Valuation of real estate is about 67 per cent of true value.

Toledo.—Total debt, Jan., 1887, was $3,188,484. Of this the debt payable by special assessments was $150,000. Taxable valuation of real estate, 1885, $21,733,240; personal, $8,157,060; total valuation, $29,930,300; tax rate, $2·80 per $100. Valuation, 1886, real estate, $22,179,770; personal, $8,118,620; total valuation, $30,293,390; tax rate, $2 80. Population, 50,137 in 1880; 31,584 in 1870.

Worcester, Mass.—Total funded debt, Jan. 1, 1887, $3,506,700. Cash assets Dec. 1, 1886, $1,296,883, including $860,846 in sinking fund. Population, 68,383 in 1885, 58,291 in 1880, 41,105 in 1870. Tax valuation in 1882, $45,504,512; tax rate, 1·74. In 1883, $48,570,335; tax rate, 1·72. In 1884, $50,773,475; tax rate, 1·68. In 1885, $52,714,910; tax rate, 1·80. In 1886, $54,566,389; tax rate, $1 80.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
Ala. N. O. Texas & Pacific Junc.—1st debentures...	233	1882	£100	$7,500,000	6	A. & O.	London.	April 1, 1907
2d debentures..	....	1884	£100	2,500,000	6	J. & D.	do	June 1, 1907
Ala. Gt. South'n.—1st mortgage, coupon	290	1878	$1.000	1,714,000	6 g.	J. & J.	N.Y.,Farmers' L. & T. Co	Jan. 1, 1908
Debentures, gold	....	1886	£100	134,000	6 g.	F. & A.	London.	Aug. 15, 1906
Albany & Susquehanna—Stock	209	....	$100	3,500,000	3½	J. & J.	N. Y., B'k of Commerce.	Jan. 1, 1887
1st mortgage	142	1863	1,000	998,000	7	J. & J.	N.Y.,Del. & Hud.Can.Co	July, 1888
Albany City loan (sinking fund, 1 per ct. yearly).	142	1865	1,000	1,000,000	6	M. & N.	do do	1895-'97
Consol. mort. (guar. D. & H. endorsed on bonds)..	142	1876	1,000	8,488,000	6 g & 7	A. & O.	do do	April 1. 1906
Allegheny Valley—Stock	259	....	50	2,166,500	....	....	.....	.....
General mortgage (Riv. Div.)	132	1866	1,000	4,000,000	7·30	J. & J.	N. Y., Winslow, L. & Co.	March 1, 1896
Bonds to State Pa. (endorsed) 2d mort., East ext.	110	1870	100,000	2,300,000	5	Jan'ary	Harrisburg, Treasury.	100,000 y'rly.
1st mort., East'n Exten., guar. by Pa. RR.	110	1871	1,000	10,000,000	7	A. & O.	Philadelphia or London	April 1, 1910
Funding income bonds, with traffic guarantee....	259	1874	100 &c.	9,723,100	7	A. & O.	Pittsburg, Co.'s Office.	Oct. 1, 1894
Amador Branch—1st mortgage	27	1877	1,000	675,000	6	J. & J.	N. Y., Cent. Pacific RR.	Jan. 1, 1907
Asheville & Spartanburg—1st mortgage	....	....	....	500.000	....	....	.....	.....
Ashtabula & Pittsburg—1st mortgage, coup. or reg..	62	1878	1,000	1,500,000	6	F. & A.	Phil., Fid. I.T. & S.D.Co.	Aug. 1, 1908
Atchison Col. & Pacific—1st mort., guar.	254	1879	1,000	4,070,000	6	Q.—F.	N.Y., Un. Pac.RR.Office	May 1, 1905
Atchison Jewell Co. & West.—1st M., guar. C.B.U.P.	34	1879	1,000	542,000	6	Q.—F.	N.Y.,Un.Pac.RR office.	May 1, 1905
Atchison Topeka & Santa Fe—Stock	2,526	....	100	64,843,250	1½	Q.—F.	Boston, N. Y. & Chic.	May 16, 1887
1st mortgage, gold, ($15 000 p. m.)	470	1869	500 &c.	7,041,000	7 g.	J. & J.	Boston, North Nat. Bk.	July 1, 1899
Land grant mortgage, gold. ($7,500 p. m.)	....	1870	500 &c.	2,426,500	7 g.	A. & O.	do do	Oct. 1, 1900
Consol. bonds, gold, ($7,500 p. m.)	....	1873	500 &c.	108,500	7 g.	A. & O.	do do	April 1, 1903
Bonds, (secured by mort. bonds) $1,185,000	....	1880	1,000	1,007,000	5	A. & O.	Boston, Boston Nat.B'k.	April 1, 1909
S. F. bonds for purchase of K. C. L. & S. K. stock.	....	1880	1,000	3,519,000	5	M. & S.	do do	Sept. 1, 1920
Sinking fund bonds (secured by mort. bds.).....	....	1880	1.000	4,687,000	4½	A. & O.	Bost. Safe Dep. & Tr. Co.	Oct. 1. 1920
Sink. fund bds. (secured by deposit of mort. bds.)	....	1881	1,000	12,142,000	6	J. & D.	Boston, Co.'s Office.	Dec. 1, 1911
Collateral trust bonds., gold (V. 44, p. 245).....	....	1887	100 &c.	6,500,000	5 g.	....	.....	1937
Wichita & Southwest., 1st M.,gold	27	1872	1,000	412,000	7 g.	J. & J.	Boston, North Nat. Bk.	July 1, 1902
Kans. City Top. & W. 1st M., gold	66	1875	1,000	854,000	7 g.	J. & J.	Boston, Everett N. Bk.	July 1, 1905
do do income bds. Guar.rental.	....	1875	....	200,000	7 g.	M. & S.	do do	Mar. 1, 1906
Pueblo & Ark. Valley, 1st M.,gold	282	1875	1.000	1,633.000	7 g.	J. & J.	Bost., N. Bk. of N. Am'a	July 1, 1905
Pueb. & A. V., 1st (& 2d on148 m.	282	1878	1.000	1,942,000	7 g.	J. & J.	do do	July 1, 1905
Kan. City Emporia & S..1st mort.	64	1879	1.000	532,000	7 g.	J. & J.	Boston, North Nat. Bk.	July 1, 1909

Alabama N. O. Texas & Pacific Junction (Limited).—*(See Map Cinn. N.O & T.P.)*—This is an English Co. controlling the Vicksburg & Meridian, 142 miles; Vicksburg Shreveport & Pacific, 189 miles; N. O. & North Eastern, 195 miles; and Spanish Fort R'y, near New Orleans, 13 miles. It also controls the Cincinnati New Orleans & Texas Pacific Railway Co. (lessee of the Cincinnati Southern Railway). The management of the company is the same as that of the Alabama Great Southern RR. Length of roads, 862 miles: add Ala. Gt. Southern RR., 295 miles; entire system, 1,157 miles. The preferred or "A" shares are £1,500,000, having a preference for 6 per cent dividends and cumulative, and the deferred or "B" shares £2,500,000; par value of all shares £10 each. The first debentures are redeemable any time at 115, on six months' notice. The company holds the following securities, viz.: Cin. N. O. & Texas Pac. $1.532.000 stock; Vicksburg & Meridian, $245,000 1st mortgage, $105,000 2d mortgage, $416,500 3d mortgage, $1,464,300 preferred stock and $363,000 common stock; of Vicksb. Shrevep. & Pac. $3,692,000 1st mort., $1,931.000 incomes and $1,594,-000 stock; of N. O. & North Eastern $4,900,000 1st mort. and $4,320,-000 stock; N. O. Spanish Fort & L. RR. $300,000 1st mort. and $200,000 common stock. To obtain funds for further improvements it was voted in Oct., 1885, that 6 per cent prior lien bonds ahead of the first mortgages should be issued on the N. O. & Northeastern, Vicksburg & Meridian and the Vicksb. Shreveport & Pac. roads at $7,000 per mile, amounting to $2,695,000 in all. It was voted to issue £200,000 of Al. N. O. T. & P. J. 2d debenture bonds of same lien as the others. (V. 42, p. 21, 727.)

Alabama Great Southern.—*(See Map Cinn. N. O. & T. P.)*—From Wauhatchie, Tenn., to Meridian, Miss., 290 miles; leased, Wauhatchie to Chattanooga, 5 miles total operated, 295 miles. The Alabama & Chattanooga RR. made default Jan. 1, 1871, and road was sold under foreclosure Jan. 22, 1877. Present company organized Nov. 30, 1877, and is controlled by an English company of the same title. The lands were conveyed in full settlement to the holders of the $2,000,000 of Alabama State bonds. These lands (about 550,000 acres) are held by trustees. (V. 30, p. 117.) The debentures are made exchangeable for any mortgage bonds that may be created subsequent to the debentures. Capital stock—common, $7,830,000, and preferred 6 per cent, $3,380,350. Gross earnings in 1885, $1,076,184; net, $128,140. Gross in 1886, $1,215,195; net, $276,798. (V. 42, p. 727).

Albany & Susquehanna.—Road owned from Albany, N. Y., to Binghamton, N.Y., 142 miles; branches operated Duanesburg Junction, N. Y., to Schenectady, 14 miles; Cobleskill, N. Y., to Cherry Valley, 21 miles; operates Lackawanna & Susquehanna RR., 22 miles; East Glenville to Coons, 10 miles; total operated, 209 miles. Leased in perpetuity from Feb., 1870, to Delaware & Hudson Canal Co.; rental, 7 per cent on stock and interest on bonds. Additions and betterments charged to lessors, and cost made part of investment. The consol. mort. is for $10,-000,000, of which $3.000,000 are 7 per cents, currency; the principal of the 6s. is also payable in "lawful money," but the interest in gold. Gross earnings in 1885-86, $2,841,409; net, $1,202,770; surplus to lessee after all payments, $259,760. (V. 42, p. 549; V. 43, p. 580.)

Allegheny Valley.—Owns from Pittsburg, to Oil City, Pa., 132 miles; branches—Red Bank, Pa., to Driftwood, 110 miles; others, 17 miles; total operated, 259 miles. The company became embarrassed in 1874 and compromised with its creditors. It still falls short of earning interest liabilities. Of the income bonds the Pennsylvania RR., Northern Central and Philadelphia & Erie hold $6,087,000, the interest on which was paid altogether in bond scrip. The coupons of guaranteed bonds held by the Pennsylvania Railroad for advances amount to $5,232,710. In 1886 the charges for mortgage interest and car trust payments were $1,115,604, income bonds *nil*; deficit in net earnings, $432,384. In May, 1884, receivers were appointed at the instance of the Penn. and other railroads as plaintiffs.

Annual report in V. 42, p. 603. Earnings for four years were as follows: In 1883, gross, $2,255,942; net, $886,772. In 1884, gross, $2,113,-883; net, $812,478. In 1885, gross, $1,780,133; net, $571,634; interest, $1,124,653; deficit, 453,519. In 1886, gross, $1,814,729; net, $681,-230; interest, $1,115,604; deficit, $432,384. (V. 42, p. 603; V. 43, p. 546; V. 44, p. 21.)

Amador Branch.—Galt, Cal., to Ione, Cal., 27 miles. Leased till Nov. 1, 1890, to Cent. Pacific; rental $3,500 per month. Stock, $675,-000. Earnings in 1885, $31,243 gross and $12,705 net. Leland Stanford, President, San Francisco.

Asheville & Spartanburg.—From Spartanburg, S. C., to Asheville, N. C., 71 miles. Formerly Spartanburg & Asheville; sold in foreclosure April, 1881, and reorganized. Stock $1,050,000. In 1883 the mortgage for $500,000 was made to build the 18 miles to Asheville; in 1885 a new mortgage for $500,000 was authorized. Controlled by Richmond & Danville. Gross earnings in 1884-5, $28,572; deficit, $4,611. Gross earnings in 1883-4, $34,018; deficit, $3,036.

Ashtabula & Pittsburg.—Owns from Youngstown, O., to Ashtabula Harbor, O., 62·6 miles. Organized as Ashtabula Youngstown & Pittsburg in 1870. Defaulted and property sold August 21, 1878. Existing company organized Sept. 25, 1878, and it is leased by Penn. Co., which pays net earnings to A. & P. The common stock is $958,591 and preferred $700,000; par of shares, $50. Gross earnings in 1885, $338,950; net, $95,285; interest, $90,000. Gross earnings in 1886, $396,689; net, $133,753; interest, $90,000. (V. 42, p. 462.)

Atchison Colorado & Pacific.—Waterville, Kan., to Washington, Kan., 20 miles; Greenleaf, Kan., to Logan, Kan., 155 miles; Logan to Lenora, Kan., 25 miles; Downs, Kan., to Ball City, Kan., 24 miles; Yuma, Kan., to Warwick, 31 miles; total, 254 miles. The road forms an extension of the Union Pacific Central Branch, by which the bonds are guaranteed and the road is controlled, and the whole system is virtually owned by Union Pacific, but operated by Mo. Pac. Stock, $1,522,400, of which U. P. and C. P. own $920.300. Rental is $254,370 per annum.

Atchison Jewell Co. & West.—Jamestown, Kan., to Burr Oak, Kan., 34 miles. Under same auspices and control as Atchison Colorado & Pacific. Stock, $202,800, of which Union Pacific owns $105,000. Rental is $34,000 per annum.

Atchison Topeka & Santa Fe.—*(See Map.)*—LINE OF ROAD.—A complete detailed statement of the lines of road operated on Dec. 31, 1886, was given in the CHRONICLE, V. 44, p. 546. The totals of the different systems are as follows: Atchison, 1,845·50 miles; Southern Kansas, 630·30 miles—total, both systems, 2,526 miles; Chicago Kansas & Western, 401·23 miles; Sonora, 350·19 miles; roads owned jointly with other companies (one-half of 192·08 miles), 96·04 miles: total, 3,373·26 miles. The results on all these systems (except the Chicago Kansas & Western, under construction in 1886) are included in the Atchison Topeka & Santa Fe report. In addition to the above, the Atchison Company owns exclusively the Gulf Colorado & Santa Fe RR., 847·30 miles, and is part owner of the California Southern RR., 210·61 miles, and the Atlantic & Pacific RR., 917·75 miles. The operations of these three roads are, however, kept entirely distinct from those of the other systems and are not given in the Atchison's reports. The roads may be summarized as follows: Operated directly (Atchison Topeka & Santa Fe and Southern Kansas), 2,526 miles; operated indirectly, 847 miles; owned and partly owned, but operated by separate companies, 1,975·66 miles: grand total, 5,349 miles. The California Southern gives a through route to the Pacific coast at San Diego, via the Atlantic & Pacific RR. The Gulf Colorado & Santa Fe road was bought in April, 1886.

ORGANIZATION, LEASES, &c.—The A. T. & S. Fe. Co. was incorporated March 3, 1863, and includes the Atchison & Topeka RR., incorporated Feb. 11, 1859. The land grant was received by Act of Kansas Feb. 9, 1864. The main line of 471 miles was opened Dec. 23, 1872. The whole system outside of the main line is nominally under different corporations, of which the ownership is vested in the A. T. & S. F., and the roads also leased to that Co., and interest on the bonds usually paid as rental. The Southern Kansas and the Sonora systems are not leased, but are controlled by ownership of the stock.

The fiscal year ends December 31.

In Aug., 1884, an agreement was made for the control of the Mojave Division of the Southern Pacific and a right for traffic over the Southern Pacific to San Francisco. In 1886 the Atlantic & Pacific 1st mortgage bond interest was reduced to 4 per cent and the bonds guaranteed one-half each, severally but not jointly, by the Atchison and San Francisco companies. See Atl. & Pac. and St. L. & San Fran. in this SUPPLEMENT.

In April, 1886, the G. C. & S. F. was purchased by the Atchison Company by the exchange of G. C. & S. F. stock for Atchison stock, $8,000,-000 in all. See official circular, V. 42, p. 630.

STOCK AND BONDS—The stock has been increased rapidly to present figures for the acquisition of the auxiliary lines and by way of stock dividends. Dividends have been—in 1879, 3 per cent; in 1880, 8½; in 1881, 6 cash and 50 stock; in 1882 and in subsequent years 6 per cent has been regularly paid. The range in prices of stock in Boston was—in 1881, 92@154¼; in 1882, 78⅞@96½; in 1883, 7⅛@85¼; in 1884, 59½ @80; in 1885, 63¼@89½; in 1886, 79⅞@100; in 1887, to May 20, 96⅜@118.

Such bonds as are held in the company's treasury, or leased line bonds held as collateral for any of its own bonds given above, are not included in the above amounts outstanding. The land grant bonds receive the proceeds of land sales in payment of interest and principal.

The 4½ per cents of Oct., 1920, have the 6 per cent mortgage bonds of the Rio Gr. Wes. & Pac. and the Rio Gr. & El Paso roads as security, the sinking fund being 1½ per cent per annum, rising to 3½ by 1910.

The 6 per cent bonds due Dec. 1, 1911, have as security 1st or 2d mort. bonds of a number of the proprietary or controlled railroads, deposited in trust as collateral; they are redeemable at 105 by the sinking fund, which is 1 per cent per annum for 10 years and 2 per cent thereafter.

The 5 per cent bonds, due April 1, 1900, are secured by the N. Mex. & So. Pac. 1st mort. 7s.

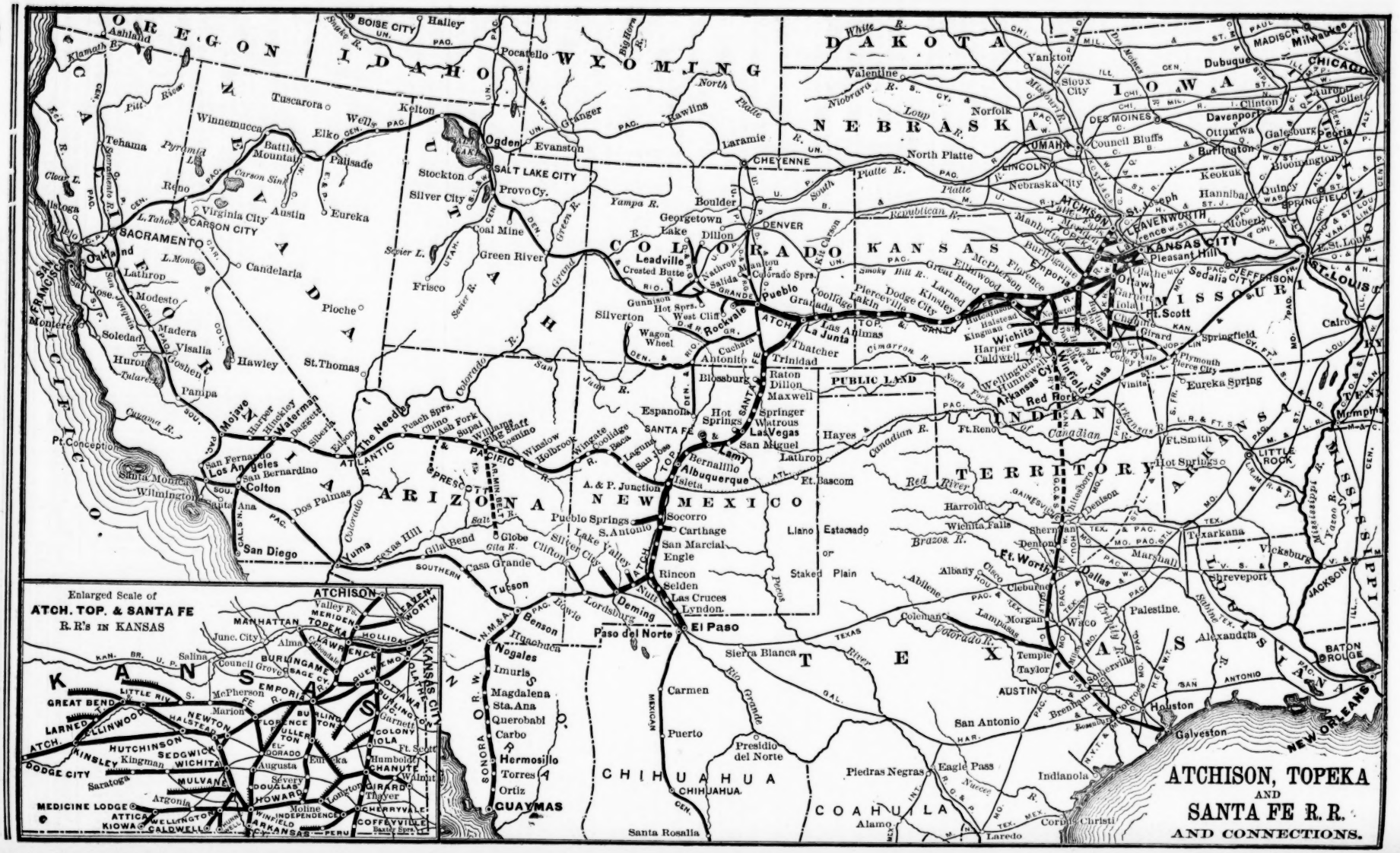
Interest on the Sonora RR. in Mex. (262 miles) 1st M. bonds is guaranteed; those bonds are at $20,000 per mile, of which $5,000 per mile are owned by the A. T. & S. F. Co.

The California Southern has mortg. bonds are guaranteed (by endorsement on the bonds) as per the agreement of reorganization for that company made in 1885. Sinking fund of $25,000 per year retires these bonds at 112.

The Wichita & Western, Wichita to Collison, Kan., 100 miles, is owned jointly with the St. Louis & San Fran., but bonds are not guaranteed.

The Leav. Top. & So. RR. bonds at 4 per cent are guaranteed one-half by the A. T. & S. Fe, and one-half by the Union Pacific.

The Chicago Kansas & Western stock ($10,000 per mile) is held by the A. T. & S. Fe, and the first mortgage bonds, at $14,000 per mile, are guaranteed by the latter company, and these, with the income bonds at $7,000 per mile, were issued as per the circulars in V. 43, p. 59, V. 44, p. 245. The roads covered by these bonds are about 900 miles of branch lines in Kansas constructed in 1886 and 1887.


OREGON
IDAHO
WYOMING
DAKOTA
NEBRASKA
IOWA
COLORADO
KANSAS
MISSOURI
INDIAN TERRITORY
ARKANSAS
NEW MEXICO
ARIZONA
TEXAS
CHIHUAHUA
COAHUILA
SONORA
CALIFORNIA
NEVADA
UTAH
Enlarged Scale of
ATCH. TOP. & SANTA FE
R. R's IN KANSAS
ATCHISON
TOPEKA
SANTA FE
ATLANTIC & PACIFIC
SOUTHERN PACIFIC
ATCHISON, TOPEKA
AND
SANTA FE R.R.
AND CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Pay'ble	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atch. Top. & S.Fe—*(Continued.)*—								
Cow. Sum. & Ft. Smith, 1st mort ..... } G'rantee {	92	1879	$1,000	$798,000	7	A. & O.	Boston, North Nat. Bk.	Oct. 1, 1909
Marion & McPherson, 1st mort..... } rental. {	93	1879	1,000	713,000	7 g.	A. & O.	do do	Oct. 1, 1909
Florence El Dor. & W., 1st M., gold..	26	1877	1,000	775,000	7 g.	A. & O.	Boston. Nat. B.N.Amer.	Aug. 1, 1907
Wichita & Western—1st mortgage coup	45	1884	1,000	761,000	6	J. & J.	Boston.	Jan. 1, 1914
Leav. Top. & S.W.—1st m., ½guar. by At. & ½ by Un. P.	46	1882	1,000	1,380,000	4 g.	J. & J.	Boston, Am. L'n & Tr. Co.	July 1, 1912
N. Mexico & So. Pac.—1st M., gold, guar. rental..	372	1877	1,000	4,425,000	7 g.	A. & O.	Boston, Everett Nat. Bk.	April 1, 1909
Sonora, 1st mort., gold, interest guaranteed	262	1880	1,000	4,050,000	7 g.	J. & J.	Boston, Nat. Revere Bk.	Jan. 1, 1910
California So., new M. gold, guar. by A.T. & S.F.....	210	1886	1,000	2,106,000	6	J. & J.	Boston, Maverick N. Bk.	Jan. 1, 1926
Income bonds	....	1886	1,000	3,505,000	6	M. & S.	.....	March 1, 1926
Chic. Kan & West., 1st, gold, guar. by A.T. & S. F.	450	1886	100 &c.	12,200,000	5 g.	J. & D.	Boston, Office of Co.	June 1, 1926
do income bds. non-cum. ($7,000 p. m.)	450	1886	100 &c.	6,100,000	8	May 1	.....	June 1, 1926
Chic. Santa Fe & Cal., 1st mort., gold, guar.....	....	1887	1,000	15,000,000	5 g.	J. & J.	.....	1937
Southern Kansas—K.C. Law. & So., 1st mortgage.	185	1879	500 &c.	2,940,000	6	A. & O.	Boston. Nat. Union Bk.	Apr. 1, 1909
Southern Kansas & Western—1st mortgage.....	139	1880	1,000	1,659,000	7	J. & J.	do do	Jan. 1, 1910
Sumner County RR.—1st mortgage	18	1880	1,000	212,000	7	M. & S.	do do	Sept. 1, 1910
Ottawa & Burlington RR.—1st mortg.	42	1881	1,000	500,000	6	A. & O.	do do	April 1, 1909
S. Kan. (Gulf Divis.)—1st. g'ld, guar. by A. T. & S.F.	350	1886	100 &c.	3,920,000	5 g.	M. & S.	do do	Sept. 1, 1926
Income bonds (not cumulative) $4,000 per mile)	....	1886	100 &c.	(?)	6	....	do do	1926
Southern Kansas in Texas, 1st mort., gold, guar..	....	1886	100 &c.	(?)	5 g.	M. & S.	do do	Sept. 1, 1926
Atlanta & Charlotte.—Stock (guar. 5 p. ct. by rental)	269	....	100	1,700,000	2½	M. & S.	N.Y. Central Trust Co.	March 7, 1887
New pref. mort.....	265½	1877	1,000	500,000	7	A. & O.	do do	April 1, 1897
Mortgage bonds.....	265½	1877	1,000	4,250,000	7	J. & J.	do do	Jan. 1, 1907
Income bonds, registered (not cumulative).....	....	1880	500	750,000	6	A. & O.	do do	April 1, 1900
Atlanta & West Point—Stock.....	80	....	100	1,232,200	3	J. & J.	Atlanta, Ga., at Treas'y.	Jan. 15, 1887
Debenture certificates.....	....	1881	....	1,232,200	6	J. & J.	do do	1891
Atlantic & North Carolina—1st mortgage.....	95	1868	500	196,000	8	....	Company's Office.	1888
Atlantic & Northwestern—1st mortg., gold, guar....	....	....	....	6,650,000	5 g.	....	.....	.....
Atlantic & Pac.—A. & P. guar. trust bonds, gold	927	1887	1,000	17,610,000	4 g.	J. & J.	N. Y., U. S. Trust Co.	Jan. 1, 1937
Income bds., non-cum'tive, W. D. ($18,750 p. m.).	640	1880	50 &c.	12,000,000	6	A. & O.	Boston.	Oct. 1, 1910
1st RR. & land gr. bonds on Cent. & Mo. Divisions	....	1871	500 &c.	1,189,905	6	M. & N.	New York.	Nov. 1, 1891
1st land grant bonds on Central Div.. cumulative	112	1871	500 &c.	796,629	6	At Mat.	do	Nov., 1901
Income bonds, Cent. Div., non-cum. ($18,750 p.m.)	112	1882	1,000	2,100,000	6	J. & D	Boston.	June 1, 1922
Arizona Mineral Belt—1st M., gold ($20,000 p.m.)	75	1886	1,000	(?)	6 g.	J. & J.	do	1916

The collateral trust bonds of 1887 are direct bonds of the Atchison, company, against which are deposited in trust the bonds of branch lines constructed in California and Colorado, not at any specified amount per mile, but "issued for the cash cost only of the roads, including equipment." See circular in V. 44, p. 245.

The Chicago Santa Fe & California Railroad is the company in Illinois and Iowa forming the connecting line from Kansas City to Chicago, about 450 miles—Kansas City to Fort Madison, Ia., on Miss. River, about 200 miles, then to Pekin, Ill., about 160 miles, and then over Chicago & St. Louis (purchased) 90 miles. Its bonds are guaranteed by the Atchison, and are a first lien on all but 90 miles, on which there is a prior mortg. of $1,500,000, for which bonds of this issue are held to retire them at maturity See V. 44, p. 148.

The Southern Kansas Gulf Division and the Southern Kansas in Texas first mortgage bonds were issued as per circulars in V. 42, p. 462, V. 43, p. 431. The bonds are guaranteed, principal and interest, by the Atchison Topeka & Santa Fe. The Gulf Division bonds cover the road from Arkansas City south through Indian Territory towards Denison, and also the branch from Kiowa on the Kansas border southerly to Wolf Creek and the Texas border (in the Panhandle). The Southern Kansas Railroad in Texas was organized to build that part of the line in Texas, and on both lines the bonds are at $16,000 per mile, guaranteed by Atchison. The income bonds issued by the So. Kansas Gulf Division are at the rate of $4,000 per mile and not issued till these two divisions are completed.

LAND GRANT.—The lands are practically sold out. Land sales in 1886, 347,322 acres for $348,889, being an average of $2 44 per acre; assets Dec. 31, 1886, $1,343,817 contracts and interest on contracts, and 1,391 acres yet unsold.

OPERATIONS, FINANCES, &c.—The connection with the Atlantic & Pacific took effect for business in October, 1883, and the through line to San Francisco by use of the Southern Pacific lines Oct. 1, 1884. In Nov., 1885, the Cal. Southern was completed, giving a through route to the Pacific coast by the Atlantic & Pacific road.

For three months from Jan. 1, to Mch. 31, 1887, gross earnings were $4,311,682, against $3,228,962 in 1886; net, $2,045,343, against $1,324,084.

The report for 1886 was in the CHRONICLE, V. 44, pp. 543 and 586.

Earnings and operations and income account were as follows, these statistics embracing the Atchison Topeka & Santa Fe and Southern Kansas systems combined, but nothing of the Sonora, Atlantic & Pacific, or roads owned jointly, although the interest on Sonora bonds is deducted from Atchison earnings.

OPERATIONS AND FISCAL RESULTS.

	1884.	1885.	1886.
Miles operated.....	2,374	2,397	2,526
Operations—			
Passengers carried one mile....	135,412,096	149,999,427	173,810,489
Rate per passenger per mile....	2·618 cts.	2·593 cts.	2·277 cts.
Freight (tons) carried one mile.	634,711,316	607,753,550	687,399,093
Rate per ton per mile.....	1·882 cts.	1·789 cts.	1·615 cts.
Earnings—	$	$	$
Passenger.....	3,583,018	3,889,411	4,026,005
Freight.....	11,946,453	10,873,621	11,100,967
Mail, express, &c.....	762,412	808,363	857,335
Total gross earnings	16,291,883	15,571,395	15,984,307
Operating expenses—			
Maintenance of way, &c.....	2,861,236	2,280,291	2,186,767
Maintenance of equipment....	1,461,896	1,409,732	1,395,719
Transportation expenses.....	3,560,610	3,777,357	4,128,340
Miscellaneous	670,856	388,393	410,129
Taxes.....	421,378	459.194	492,956
Total operating expenses	8,975,976	8,314,967	8,613,911
Net earnings.....	7,315,907	7,256,428	7,370,396
P. ct. of op. expenses to earns..	55·09	53·40	53·89

INCOME ACCOUNT.

Receipts—	1884.	1885.	1886.
Net earnings.....	$7,315,907	$7,256,428	$7,370,396
Rentals, dividends, &c....	28,488	28,012	33,785
Other receipts*.....	142,014	149,743	624,859
From land grant trusts.....	188,281	180,188	170,633
Total income.....	$7,674,690	$7,614,371	$8,198,673
Disbursements—			
Rentals paid.....	$37,093	$25,500	$20,400
Int. on At. T. & S. F. and So. K. bds	1,812,544	1,980,664	2,004,679
Interest paid as rental....	866,655	854,930	829,499
Interest on land bonds.....	188,281	180,188	170,633
Interest on Sonora bonds.....	.....	283,500	283,500
Int. on Leav. To. & So. W. bonds.	.....	.....	27,600
Dividends.....	3,414,736	3,414,786	3,738,478
Rate of dividend.....	(6	(6)	(6)
Sinking funds.....	269,716	299,525	311,340
Paid to other roads.....	241,677	46,093	73,247
Miscellaneous.....	.....	25,000	.....
Total disbursements.....	$6,830,707	$7,110,186	$7,459,356
Balance, surplus.....	$843,983	$504,185	$739,317

* Includes net land receipts Southern Kansas Railway Co., January profits, and balance of general interest account.

—(V. 42, p. 59, 60, 61, 303, 305, 364, 430, 447, 462, 474, **485**, 487, **489**, 518, 574, 630, 663, 694, 754; V. 43, p. 102, 125, 152, 162, 244, 274, 333, 431, 451, 546, 571, 578, 633, 671, 718, 738, 773; V. 44, p. 21, 59, 60, 148, **245**, 362, 400, 466, 551, 564, **583**, 585, **586**, 627.)

Atlanta & Charlotte Air Line.—Owns from Charlotte, N. C., to Atlanta, Ga., 269 miles. The Richmond & Atlanta Air-Line was sold under foreclosure Dec. 5, 1876, and the existing corporation was formed Feb. 27, 1877. On March 26, 1881, the road was leased to the Richmond & Danville at a rental of $462,000 per year, equal to the interest on debt and 5 per cent on stock; if gross earnings of A. & C. A. L. exceed $1,500,000, dividends to be 6 per cent; and if they exceed $2,500,000, 7 per cent. Gross earnings in 1882-83, $1,074,016; net, $397,174; rental, $466,500; loss to Richmond & Danville, $69,325. In 1883-84, gross, $1,042,631; net, $338,731; loss to Richmond & Danville, $127,769.

Atlanta & West Point.—Owns from East Point, Ga., to West Point, Ga., 80 miles; leased, 6½ miles; total operated, 86½ miles. In April, 1881, a controlling interest in the stock was purchased for the Central Georgia, and a stock dividend of 100 per cent was afterward declared in debenture certificates. Gross earn's in 1884-85, $410,222; net, $173,079; in 1885-86, gross, $397,250; net, $138,001.

Atlantic & North Carolina.—Owns from Morehead City to Goldsboro, 95 miles, and operates the Midland No. Car. Ry. from Goldsboro to Smithfield, 22 miles. Gross earnings in 1883-84, $146,324; net, $50,452.

Atlantic & Northwestern.—Line in progress across the State of Maine as connection of the Canadian Pacific. Bonds negotiated in London May, 1887. The Dominion Government grants a subsidy for 20 years at $186,000, and Canadian Pacific guarantees the balance of £28,014 per year.

Atlantic & Pacific.—This corporation was chartered by Act of Congress July 27, 1866. The Western division is from Isleta, near Albuquerque, on At Top. & Santa Fe, to Big Colorado River, 360 miles, where it meets the line to Mojave, Cal. (242 miles), leased by this Co. in 1884 from the Southern Pacific of Cal. The Cal. Southern gives a through route to San Diego on the Pacific coast. Also the Central Division is finished from Seneca, Mo., to Sapulpa in the Indian Ter., 112 miles, and operated by the St. Louis & San Francisco Railway Co.

By the "tripartite" agreement of Jan. 31, 1880, the Atch. Topeka & S. F. and the St. Louis & S. F. guaranteed 25 per cent of the gross earnings over their lines to pay coupons, and large advances were made to the A. & P. by both those companies. In Oct., 1886, the plan was made to exchange the A. & P. first mort. bonds for the new 50-year 4 per cent bonds due in 1937, guaranteed severally (but not jointly) by the two companies, each company guaranteeing one-half of each bond. (See V. 43, p. 571, 559, 607.) Stock authorized is $100,000,000, and issued $64,810,300 (par $100), of which $51,302,600 is owned by the At. T. & S. F. and the St. Louis & S. F. companies equally, and deposited in trust for thirty years. The stock is classed thus: Western Div., com. stock, $44,730,000; Cent. and Mo. divs., com stock, $3,665,300; pref., $11,395,000. The old pref. stock has no preference over the A. & P. Western Division stock.

The Southern Pacific sold the 242 miles of road from Mojave to The Needles, on the Colorado River, to the A. & P. Company for $7,271,100, payable in A. & P. 1st mortgage bonds, issued on said 242 miles, to amount of $5,059,250 and $1,211,850 in cash. Until clear title to this piece of road is given, the A. & P. takes possession and pays 6 per cent per annum on the $7,271,000. The same negotiation gave a right by contract to run through trains to San Francisco over the Southern and Central Pacific lines on payment of rental either on a mileage basis or at 3 per cent per annum on $40,000 per mile. See V. 39, p. 208; V. 40, p. 50.

The land grant claimed under the old A. & P. charter of July, '66, is 25,600 acres per mile in Territories and 12,800 acres in States. On the West. Div. upards of 14,000,000 acres in New Mexico and Arizona have been earned by construction, and in the Indian Territory 2,600,000 acres more, the best of these lands being well adapted for grazing. The proceeds of sales of the company's lands have so far been applied to payment of interest on A. & P. bonds or the lands have been pledged and conveyed in trust to the Atchison and San Francisco companies, and nearly 6,000,000 acres have been so disposed of. See CHRONICLE, V. 40, p. 49, V. 44, p. 544. A map of the land grant was published in the CHRONICLE, V. 36, p. 468.

No annual report since 1884 has been published. (V. 42, p. 338, 393, 462, 487, 630; V. 43, p. 48, **216**, 458, 508, 571, 607; V. 44, p. 21 22, 148, 544.)

Atlantic & St. Lawrence.—Owns from Portland, Me., to Island Pond, Vt. (and branch), 151 miles, there connecting with Grand Trunk of Canada, to which leased for 999 years, August 5, 1853, at a rental equal to bond interest and 6 per cent on stock. The bonds for $541,000 to city of Portland are provided for by accumulations of sinking fund. The Grand Trunk RR. owns the 2d and 3d mortgage bonds, and has issued its own debentures against them. The stock of $5,484,000 pays dividends (M. & S.) 6 per cent per annum. Gross earnings in 1885-86, $1,002,884; net, $255,814. Gross in 1884-85, $973,363; net, $211,396.

Augusta & Savannah.—Owns from Millen to Augusta, Ga., 53 miles. Leased to Central of Georgia for $73,000 per annum. Has no bonded debt.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Atl. & St. Lawrence.—2d M. (owned by Gd Trunk)..	....	....	....	$1,49),916	6 g.	A. & O.	London, Gr. Trunk R'y.	Oct. 1, 1884
3d M., sterling, 5-20 years.....	150	1871	£100	712,932	6 g.	M. & N.	do do	May 1, 1891
Augusta & Savannah—Stock.....	53	....	$100	733,700	3½	J. & D.	Savannah.	June, 1887
Bald Eagle Valley—Gen'l mort.,(s. f. $4,000 per yr.)	80	1880	1,000	380,000	6	J. & J.	Phila., F. Ins. Tr. & S. Dep.	Jan. 1, 1910
Baltimore & Ohio—Stock.....	1,770	....	100	14,792,566	4	M. & N.	Baltimore, Office.	May 1, 1887
Preferred stock.....	....	....	100	5,000,000	3	J. & J.	do do	Jan., 1887
Loan due in 1880, extended..	....	....	....	578,000	4	J. & J.	do do	At will.
Loan, 1853, extended in 1885.....	....	1853	....	1,710,000	4	A. & O.	do do	Oct. 1, 1936
do 1870, sterling, £800,000, sink. fund	....	1870	....	1,709,275	6 g.	M. & S.	Lond'n, Baring Bros & Co	Mar. 1, 1895
Baltimore loan, 1855-'90, sink. fund	....	1855	....	2,575,000	6	J. & J.	Baltimore, Office.	1890
Sterling mortgage, sinking fund.....	411	1872	£100	6,9 57,109	6 g.	M. & S.	London, J.S. Morgan & Co	Mch. 1, 1902
Sterling mortgage, sinking fund.....	421	1874	£200	8,141,771	6 g.	M. & N.	London, J.S. Morgan & Co	May, 1910
Purchase of Connellsv. RR (payable $40,000 y'ly)	....	1875	....	560,000	6	J. & J.	Baltimore, Office.	1886-1900
Loan, ster., (s.f. £7,500) (B.O. & Ch. bds collat'l).....	263	1877	£200	7,744,000	5 g.	J. & D.	Lon'n, Baring Bros. & Co.	June 1, 1927
Bonds (Parkersburg Branch bonds collateral).....	104	1879	1,000	3,000,000	6	A. & O.	Balt. & N.Y., D. M & Co.	April 1, 1919
Bonds to State of Maryland.....	....	1878	....	366,000	6	J. & J.	Baltimore, Office.	July 1, 1888
Equipment loan ($2,500,000) gold	....	1887	1,000	2,000,000	4½ g.	J. & J.	Baltimore.	10 p. c. yearly
Sterling mortgage on Philadelphia Branch.....	....	1883	£200	11,616,000	4½ g.	A. & O.	London, Brown, S. & Co.	April 1, 1933
Bonds, gold (Pittsb. & Connellsville b'ds collat'l).	150	1885	1,000	10,000,000	5 g.	F. & A.	New York Agency.	Feb. 1, 1925
Mort. on Schuylkill R. East Side RR., gold (guar.)	....	1886	1,000	4,500,000	5 g.	J. & D.	Philadelphia, Agency.	Dec. 1, 1925
Baltimore & Potomac—1st M (tunnel) gold, s. f. 1 p. c.	1½	1871	1,000	1,500,000	6 g.	J. & J.	London or Baltimore.	July 1, 1911
1st mort., road, gold, coupon, s. f. 1 per cent	90	1871	1,000	3,000,000	6 g.	A. & O.	Baltimore.	April 1, 1911
2d mortgage, income, road and tunnel, reg.....	92	1875	1,000	2,000,000	6	J. & J.	do	Jan. 1, 1915
Beech Creek—1st mortgage, gold.....	125	1886	1,000	5,000,000	4 g.	J. & J.	N. Y., Gr'd Cent. Depot.	July 1, 1936
Car trust loan	....	....	....	400,000	....	....	.....	....
Belleville & El Dorado—1st (int. guar. St. L. A. & T. H.)	52	1880	....	220,000	7	J. & J.	N. Y. St. L. A. & T. H. RR.	July, 1, 1910
2d mortgage.....	52	1880	....	330,000	6	F. & A.	do do	Aug. 1, 1920
Belleville & South. Ill.—1st M. (int. & s. f. guar.).....	56	1866	1,000	1,041,000	8	A. & O.	N.Y. St. L.A. & T. H. RR.	Oct. 1, 1896
Bells Gap.—Stock.....	....	....	....	550,000	5	....	.....	Jan. 1, 1887
1st mortgage	....	1873	....	250,000	7	J. & J	Phil., Cassatt. Town. & Co	July 1, 1893
Extension 1st mortgage.....	....	1875	....	100,000	6	F. & A.	do	Aug. 1, 1905
Consol. mort. (for $550,000).....	....	1883	....	189,000	6	A. & O.	.....	April 1, 1911
Belvidere Del.—1st mort. due 1877, extended, guar.	64	1877	1,000	1,000,000	6	J. & D.	Philadelphia, Pa. RR.	1902

Bald Eagle Valley.—Owns from Vail Station, Pa., to Lockhaven, Pa., 51 miles; branch, Milesburg, Pa., to Bellefonte, Pa., 2½ miles Snowshoe to Sugar Camp, 26½ miles; total operated, 80 miles. Opened December 7, 1864, and leased to Pennsylvania Railroad Company for 99 years. The branch is the property of the lessors. Rental, 40 per cent of gross earnings. Gross earnings in $1885, $463,156; net, $231,719. Gross in 1886, $103,529; net, $208,427. In Feb., 1885, 5 per cent paid. Stock is $935,000 (par $50), and div'ds are paid according to earnings.

Baltimore & Ohio—(*See Map*).—LINE OF ROAD—The B. & O. system embraces roads in Md., Va., Penn., Ohio, Ind. and Ill., which are clearly shown in the accompanying map. By means of the Marietta & Cincinnati, via Parkersburg, the road has a direct route to Cincinnati. The B. & O. mileage is: Main stem, Baltimore to Wheeling, 379 miles, and branches, 272 miles, total, 651 miles; Washington Branch, Relay to Washington, 31 miles; Parkersburg branch, Grafton to Parkersburg, 104 miles; Central Ohio division, Bellaire to Columbus, 137 miles; Lake Erie division, Newark to Sandusky, 116 miles; Chicago division, Chicago Junction to Chicago, 271 miles; Pittsburg division, Cumberland to Pittsburg, 150 miles, and branches, 94 miles, total, 244 miles; Wheeling & Pittsburg division, Glenwood to Wheeling, 66 miles; Straitsville division, Newark to Shawnee, 43 miles; Philadelphia Division, 99 miles; Lauderburg Branch, 20 miles; total operated, 1,783 miles. The Baltimore & Ohio Philadelphia branch, connecting with the Balt. & Philadel. RR., makes a line from Balt. to Phila., and thence *via* the Schuylkill Val. & East Side RR. to a connection with the Phila. & Read. lines to Bound Brook, N. J. Thence the proposed route to Staten Island, as noted in CHRONICLE, V. 41, p. 611.

ORGANIZATION, LEASES, &C.—The corporation was chartered in Maryland Feb. 28, 1827, and in Virginia March 8, 1827. First section opened May 24, 1830. The company was assisted by loans from the City of Baltimore. The relations with the auxiliary branches and leased roads are complex, but the B. & O. virtually owns nearly all of these east of the Ohio River, and the total charges for rentals and guarantees are moderate. In 1885 the charges for advances and the stocks and bonds of allied companies held were $38,746,447 (of which $5,765,777 were held by trustees). The company has been exceptional in not increasing its own stock or bonds for new properties acquired, and had a surplus to credit of income account Sept. 30, 1886, of $18,047,461. Fiscal year ends Sept. 30.

STOCKS AND BONDS—The pref. stock carries 6 per cent dividends only. The common stock has paid—in 1877, 8 per cent; in 1878, 8 in stock; in 1879, 4 stock and 4 cash; 1880, 9; in 1881, 1882, 1883, 1884 and 1885, 10; in 1886, 8. The range in prices of common stock in Baltimore in 1881 was 183@210; in 1882, 190@202; in 1883, 192½@205; in 1884, 167@199; in 1885, 166½@183; in 1886, 150@191; in 1887 to May 20, 158@180.

The Baltimore & Ohio direct bonds of 1879 on Parkersburg Branch are secured by deposit of mortgage on that road. The sterling mortgage of 1883 is made to William F. Burns, John Gregg and T. Harrison Garrett, trustees, and secured also by pledge of £1,000,000 1st mort. bonds of the Balt. & Phila. RR. (Md. State line to Phila.) The bonds of 1877, due 1927, are secured by the mortgage bonds of the B. O. & Chic. roads deposited as collateral. The B. & O. bonds of 1885 are secured by $10,000,000 2d consol. bonds of Pittsburg & Connellsville RR., deposited with Union Trust Co. of N. Y. as trustee. The bonds of the Schuylkill Val. & East Side RR. are guaranteed by B. & O.; the Pennsylvania Co. for Insurance on Lives, &c., is the trustee.

OPERATIONS, FINANCES, &C.—The fiscal year ends with Sept. 30, and for 1885-86 an abstract of the report was given in the CHRONICLE, Vol. 43, p. 605. The full report in pamphlet form, with income account and balance sheet, is not issued till some months after the close of fiscal year. President Garrett remarked of the year's work: "It is shown that the earnings of the main stem and the branches stated in comparison with the fiscal year 1885 have increased $113,361 and the working expenses have increased $56,895, making a comparative increase in the net profits of $56,485. The expenses of working and keeping the roads and machinery in repair amounted to $5,820,247, being 59·10 per cent upon the earnings, showing a decrease of 11·100ths of 1 percent compared with the previous year. A semi-annual cash dividend of five per cent upon the capital stock was paid on the 2d of November, 1885, and of four per cent on the 17th of May, 1886. The profit and loss account shows an increase for the past fiscal year of $232,845. It will be seen by this account tha the surplus fund, which represents invested capital derived from net earnings, and which is not represented by either stock or bonds, now amounts to $18,047,461. The payments for investments on account of the sinking funds for the redemption of the sterling loans due in 1895, 1902, 1910 and 1927, during the year amounted to $642,600, which, at $4 84 per pound sterling, make £132,768 15s. 2d."

The general traffic in four years past is shown by the following table of tonnage carried:

	'82-83.	'83-84.	'84-85.	'85-86.
Coal and coke carried—				
On main stem (tons)...	2,581,557	3,268,521	3,187,170	3,673,488
Of which for Co.'s use	409,635	439,912	443,544	489,361
On Pittsburg Div.	2,402,130	2,157,696	2,003,942	2,427,238
On Trans-Ohio Divs....	684,696	966,458	909,591	1,329,681
Total.	5,668,383	6,392,675	6,400,746	7,430,367
Carried to Baltimore—				
Flour..... bbls.	701,935	717,258	766,163	752,150
Wheat..... bush.	6,633,443	6,415,550	3,200,025	3,137,159
Corn..... bush.	4,935,900	3,472,940	8,383,959	9,474,275
Total grain, of all kinds ..... bush	12,770,392	11,553,052	13,048,258	13,718,428
Live stock ..... tons,	90,530	82,187	67,890	70,220
Lumber..... tons,	93,332	107,398	86,560	92,831
Through merchandise—				
East and West.... tons.	2,108,325	2,275,252	2,338,147	2,731,119

In 1885-86 net earnings were $4,026,366; other receipts, $268,485—total, $4,294,851; less balance of interest, $2,512,115; dividends, $1,330,596; rents, &c., $219,294; surplus, $232,846.

The gross and net earnings of the main stem and its branches and of the other divisions for the last fiscal year, as compared with 1884-85, were:

	—Earnings, 1884-85.— Gross.	Net.	—Earnings, 1885-86.— Gross.	Net.
Main stem, etc.....	$9,733,252	$3,969,900	$9,846,613	$4,026,366
Washington Branch....	315,308	194,771	325,320	234,506
Parkersburg Branch....	547,757	48,848	663,044	161,347
Central Ohio Division.	1,060,166	295,856	1,270,476	478,523
Lake Erie Division ..	817,785	119,918	1,013,014	309,711
Chicago Division..	1,724,612	261,605	2,094,568	269,916
Pittsburg Division	1,999,960	773,419	2,430,085	842,421
Wheeling and Pitt. Div.	299,372	7,340	446,259	13,450
Philadelphia Division.	.....	.....	114,767	15,246
New'k Somerset & St'le	118,430	def. 29,102	214,291	35,208
Totals	$16,816,642	$5,643,057	$18,422,437	$6,386,694

The working expenses of the whole system were 65·33 per cent of gross revenue in 1884-5, against 66·03 per cent the preceding year. Results on all lines in four years have been:

Years.	Gross Earnings.	Operating Expenses.	Net Earnings.
1882-83.....	$19,739,837	$11,034,014=55·89 p. c.	$8,705,823
1883-84.....	19,436,607	11,676,307=60·07 "	7,760,300
1884-85.....	16,616,642	10,973,585=66 03 "	5,643,057
1885-86	18,422,437	12,035,743=65·33 "	6,386,693

—(V. 42, p. 92, 271, 630; V. 43, p. 190, 244, 387, 458, **593, 695,** 635, 671; V. 44, p. 89, 343, 400, 433.)

Baltimore & Potomac.—Owns from Baltimore, Md., to South End Long Bridge, Va., 43 miles; and from Bowie to Pope's Creek, 49 miles; total, 92 miles—including tunnel in City of Baltimore. The road is controlled by the Pennsylvania Railroad Co., and first mortgage bonds guaranteed by Pennsylvania and Northern Central. Capital stock, $3,553,250. In 1885, gross earnings, $1,335,844; net earnings, $512,647; interest charge, $283,762; surplus $228,885. In 1885, gross earnings, $1,323,091; net, $554,540; interest charge, $297,181; surplus, $257,359. Income bonds wholly held by Penn. RR. Co. Gross earnings from Jan. 1 to March 31, 1887, $338,210, against $302,513 in 1886; net, $199,358, against $110,219.

Beech Creek.—Jersey Shore, Pa., to Gazzam, 104 miles; branches to Phillipsburg, to mines, &c., 22 miles; total, 126 miles. This is successor to the Beech Creek Clearfield & S. W. This company was formed on reorganization in 1886 with the above mortgage bonds and $1,300,000 of preferred stock and $3,700,000 common shares $50 each. In Jan., 1887, paid a dividend of 5 per cent and 2½ on pref. For last half of 1886 gross earnings were $479,116; net, $210,944. Cornelius Vanderbilt, N. Y., President. (V. 42, p. 631, 727; V. 43, p. 398, 576, 773; V. 44, p. 342, 459.)

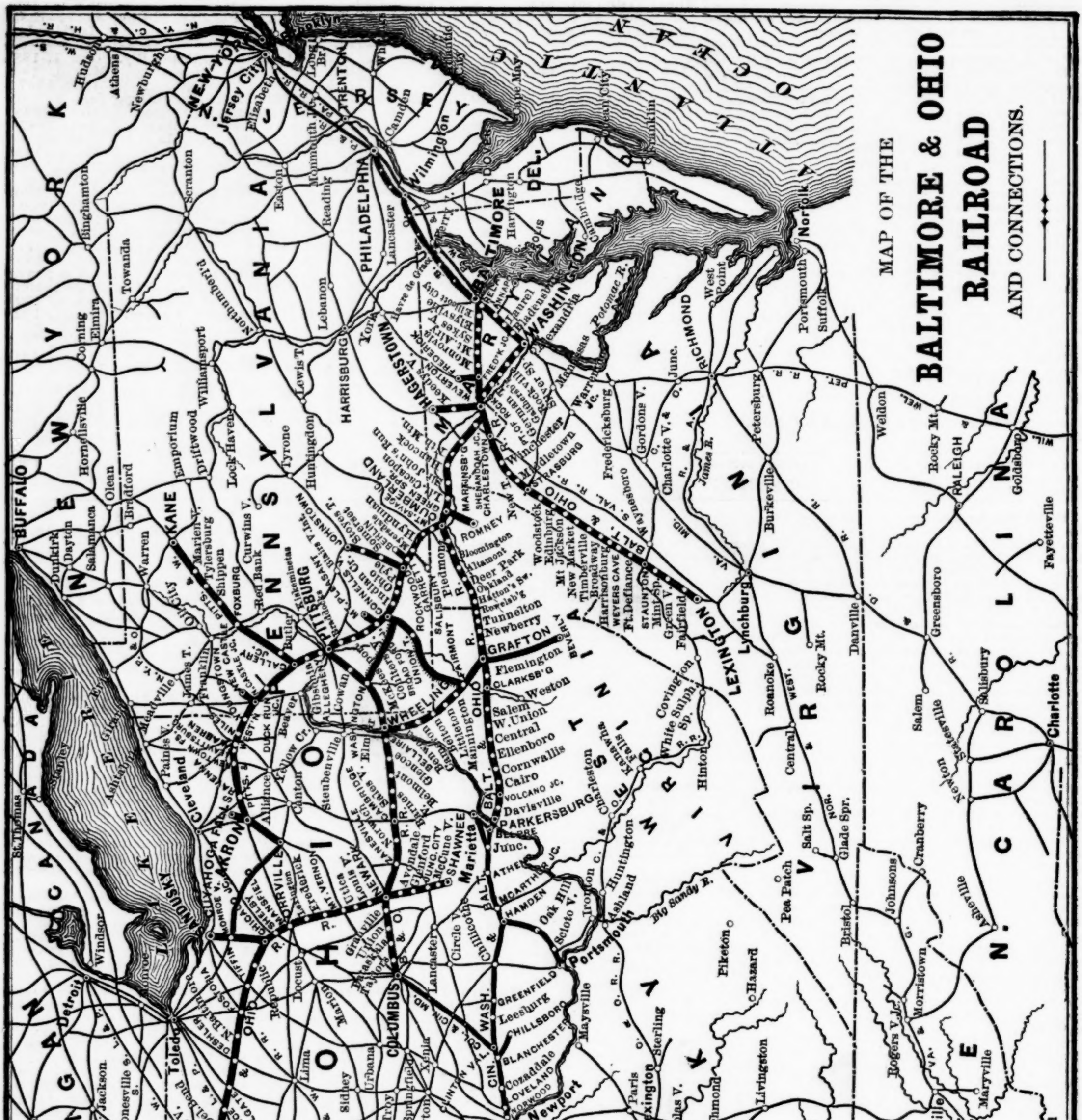
Belleville & El Dorado.—An extension of Belleville & So. Illinois, from Du Quoin to El Dorado, 52 miles, and leased to St. L. Alton & Terre Haute. Rental 30 per cent of gross earnings up to $2,500 per mile, and 15 per cent on all above that amount. Rental received for 1884, $15,171; for 1885, $15,463; for 1886, $15,707. Stock, $1,000,000.

Belleville & Southern Illinois.—Owns from Belleville, Ill., to Duquoin, Ill., 56 miles. It was leased Oct. 1, 1866, to the St. Louis Alton & Terre Haute Railroad Co. Lease rental 40 per cent of gross earnings up to $7,000 per mile (except on coal, &c.), 30 per cent above $7,000 and up to $14,000 per mile, and 20 per cent on any excess of $14,000 per mile. Rental for 1884, $158,799; for 1885, $157,917; for 1886, $166,103. Interest on bonds, and sinking fund $5,000 per year, guaranteed by lessees Common stock, $430,000; pref. 8 per cent stock, $1,275,000, non-cumulative. Dividends on preferred stock past four years have been—5 in 1886; 5 in 1885; 5½ in 1884; 6¼ in 1883; 5½ in 1882; 4½ in 1881.

Bells Gap.—Bellwood, Pa., to Irvona, Pa., 25 miles. Gross earnings in 1884-5, $146,036; net, $78,830; interest paid, $34,479; dividends, $16,500; surplus, $27,851. Of the consol. mortgage $350,000 is reserved to retire prior issues. Stock was increased in 1883 to $550,000. Chas. F. Berwind, Pres., Philadelphia.

Belvidere Delaware.—Owns from Trenton, N. J., to Manunka Chunk, N. J., 67 miles; Millham Cut-off, 1 mile, Flemington RR., 12 miles; total operated, 80 miles. Leased to United Companies, and transferred to Pennsylvania RR. March 7, 1876, by which operated as their Belvidere Division, and net earnings paid over as rental. In Feb., 1885, the Flemington RR. Co. was merged in this. The 1st mort. and new 4 p.c. bonds are guaranteed by the United Co's. In 1885 net earnings were $167,670 and interest payments $269,718. In 1886, net, $454,252; int., $263,341. Capital stock, $1,250,000; par of shares, $50.—(V. 43, p. 578.)

Bennington & Rutland.—Owns from Rutland to Bennington, Vt., 57 miles; branch, No. Bennington to New York State Line, 2 miles; total, 59 miles. Chartered as West. Vermont in 1845, and consolidated in Harlem Extension in 1870. Since Sept. 10, 1877, the Vermont division (as above) operated by the reorganized Bennington & Rutland. Stock $1,000,000 authorized (par $50), and $502,000 issued. In 1885-6 gross earnings, $295,022; net, $93,393; interest, $33,250; def., $2,857.


MAP OF THE
BALTIMORE & OHIO
RAILROAD
AND CONNECTIONS.
ATLANTIC OCEAN
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON
PITTSBURG
WHEELING
GRAFTON
PARKERSBURG
COLUMBUS
CINCINNATI
CHICAGO
INDIANAPOLIS
LOUISVILLE
ST. LOUIS
LAKE MICHIGAN
LAKE ERIE

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Belvidere Del.—(Cont'd)—Cons. mortgage of 1876..	67	1876	$1,000	$1,200,000	7	J. & J.	Treasurer, Trenton, N.J.	Jan. 1, 1916
Consol. mort., reg., guar. by Un. Co's & Pa. RR...	67	1885-7	1,000	1,250,000	4	Various	Philadelphia, Pa., RR.	Sept., 1925-27.
Flemington RR. M. bds	12	1876	1,000	250,000	6	J. & J.	Treasurer, Trenton, N.J.	Jan. 1, 1916
Bennington & Rutland—1st mortgage	59	1877	1,000	475,000	7	M. & N.	N.Y., Union Trust Co.	Nov. 1, 1897
Berkshire—Stock	22	....	100	600,000	1¾	Q.—J.	Stockbridge, Treasurer.	April 1, 1887
Boston & Albany—Stock	374	....	100	20,000,000	2	Q.—J.	Boston, Office.	April 1, 1887
Plain bonds, coupon or registered	....	1872	1,000	5,000,000	7	F. & A.	do	Feb. 1, 1892
Loan of 1875, coup. or reg	....	1875	1,000	2,000,000	6	J. & J.	do	July 1, 1895
Bonds issued to State for its stock	....	1882	....	3,858,000	5	A. & O.	do	April 1, 1902
Boston Concord & Montreal—Old pref. stock, guar..	186	....	100	800,000	2½	M. & N.	Boston, Office.	May 2, 1887
Com. and new pf. stock (new pf. stock is $540,400)	186	....	100	1,000,000	....	....	....	.....
Sinking fund bonds ($624,000)	....	1858	100 &c.	202,000	6	J. & J.	Boston, Office.	1889
Consolidated mortgage bonds (for $2,000,000)....	160	1873	200 &c.	1,947,400	6 & 7	A. & O.	do do	1893
Improvement mortgage bonds	166	1881	1,000	500,000	6	J. & J.	do do	1911
Bost. Hoosac Tun. & West.—Debenture bonds	....	1883	1,000	1,400,000	5	M. & S.	Cp. Sep., '85, pd. J'y, '86.	Sept. 1, 1913
Boston & Lowell—Stock	717	....	100	5,329,400	3	J. & J.	Boston, at Office.	Jan. 1, 1887
Bonds	....	1872	....	999,500	7	A. & O.	do do	April 1, 1892
Bonds	....	1875	....	500,000	7	M. & S.	do do	March 1, 1895
Bonds	....	1876	....	750,000	6	J. & J.	do do	July 1, 1896
Bonds	....	1879	....	620,000	5	J. & J.	do do	July 1, 1899
Bonds	....	1883	....	250,000	4½	M. & N.	do do	May 1, 1903
Bonds	....	1885	....	500,000	4	M. & S.	do do	Sept. 1, 1905
Lowell & Lawr., bonds	....	....	....	200,000	6	A. & O.	do do	Oct. 1, 1897
Salem & Lowell, bonds	....	....	....	226,900	6	A. & O.	do do	Oct. 1, 1898
Nashua & Lowell	....	....	....	200,000	6	....	.....	1891
Do do	....	....	....	100,000	5	....	.....	1900
Boston & Maine—Stock	583	.....	100	7,000,000	5	M. & N.	Boston, at Office.	May 16, 1887
Bonds, coupon and registered	....	1873-4	500 &c.	3,500,000	7	J. & J.	do do	Jan., 1893 & 94
Improvement bonds	....	1885	....	926,000	4	F. & A.	.....	1905
Boston & N. Y. Air-Line—Stock, pref. (guaranteed)	54	....	100	2,983,500	2	A. & O.	N.Y., N.Y. N.H & H. Co.	Oct., 1, 1886
1st mortgage	50	1880	1,000	500,000	5	F. & A.	do do	1905
Boston & Providence—Stock	68	....	100	4,000,000	4	M. & N.	Boston, at Office.	May 2, 1887
Bonds to purchase branches, coupon or registered	....	1873	....	500,000	7	J. & J.	do do	July 1, 1893

Berkshire.—Owns from Connecticut State Line to West Stockbridge, Mass., 22 miles. Leased in perpetuity to Housatonic Railroad Company at 7 per ct. on capital stock, $600,000. Lessors pay taxes, &c., and for this reason the quarterly dividend due in Oct. is usually omitted,

Boston & Albany.—Owns from Boston, Mass., to Albany, N. Y., 201 miles; numerous branches, 99 miles; leased lines, 84 miles; total operated 384 miles. The Boston & Albany was formed (Dec., 1867) by the consolidation of the Boston & Worcester and the Western railroads. The five per cent bonds of 1882 were issued to the State of Massachusetts in exchange for 24,115 shares of B. & A. stock held by the State, and in September, 1883, out of this stock a stock dividend of 10 per cent was made to stockholders. In 1886 another 3½ per cent of stock was given to stockholders. Last annual report in V. 43, p. 578.

For the six months ending March 31 gross earnings were $4,184,293 in 1886-7, against $3,916,008 in 1885-6; net, $1,261,997, against $1,392,336; surplus over fixed charges, $415,137, against $568,149.

Operations for four years were as follows:

Years.	Miles.	Passenger Mileage.	Freight (ton) Mileage.	Gross Receipts.	Net Receipts.*	Div. p. ct.
1882–3..	369	157,255,971	373,535,456	$3,539,875	$2,380,971	8
1883–4..	384	167,402,441	374,347,455	8,148,713	2,362,836	8
1884–5..	384	167,097,784	398,862,058	7,637,982	2,344,305	8
1885–6..	384	177,787,439	390,464,378	8,298,733	2,488,345	8

* Net receipts include income from rents, &c.

—(V. 42, p. 217, 663; V. 43, p. 22, 163, 514, **578**; V. 44, p. 212, 586.)

Boston Concord & Montreal.—Owns from Concord, N. H., to Woodsville, N. H., 93 miles; branches—Woodsville, N. H., to Groveton Junction, 53 miles; Wing Road to Mt. Washington, 20 miles; leased Plymouth to No. Woodstock, 21 miles; total operated, 186 miles.

In June, 1884, leased to Boston & Lowell. See V. 38, p. 705.

Of the sink. fund bonds due in 1889, there are outstanding in the hands of other parties, $202,000, on which interest is paid; the trustees holding $306,000 and the corporation holding $116,000 on which no int. is paid. Fiscal year ends March 31. The income account in 1884-85 showed net receipts from rentals, &c., $272,748; charges, $307,564; balance, deficit, $34,816.—(V. 44, p. 525.)

Boston Hoosac Tunnel & Western.—Owns from Massachusetts State Line to Rotterdam (junction of N. Y. West Sh. & Buff. RR.), N. Y., 61 miles, and leases branches to Saratoga and to Schuylerville, N. Y., 26 miles; total, 87 miles. The road connects with the line running through the Hoosac Tunnel.

The work of construction was done under contract by the Continental Construction & Improvement Co. (120 Broadway, New York), and in May, 1887, that company sold its interest in the B. H. T. & W. road to the Fitchburg RR. of Mass., for $2,900,000 Fitchburg preferred stock and $2,000,000 of common stock. The Fitchburg RR. assumes $1,400,000 B. H. T. & W. 5 per cent debenture bonds outstanding. That company also set aside $700,000 preferred stock, into which the $2,800,000 common stock of the B. H. T. & W. Co can exchange one share for four. This plan sums up as follows: $3,600,000 Fitchburg pref. stock, $2,000,000 Fitchburg com. stock, $1,400,000 deb. bonds, or $7,000,000 paid for the property. The transfer was to take place about June 1, 1887.

For year ending Sept. 30, 1886, gross earnings were $632,304; net, $182,250; interest, $100,000; taxes, $18,933.

Gross earnings for three months ending Dec. 31 in 1886, $183,191, against $153,862 in 1885; net, $62,261, against $3[illegible],388 in 1885.—(V. 42, p. 92, 430, 604; V. 43, p. 102, 216, 635; V. 44, p. 212, 620.)

Boston & Lowell.—Owns from Boston to Lowell, 27 m.; branches—Salem & Lowell, 17 miles; Lowell & Lawrence, 12 miles; others, 22 miles; Middlesex Central, 20 miles; leased—Nashua & Lowell, 15 miles; Stony Brook RR., 13 miles; Wilton RR., 15 miles; Peterborough Railroad, 10 miles; Manchester & Keene RR., 29 miles; Central Mass., 44 miles; total leased, 126 miles; total owned and leased, 224 miles. Also operates B. Con. & Mon., 187 miles; No. of N. Hamp., 83 miles, and Concord & Claremont, N. H., 90 miles; total in 1885-86, 717 miles. The Lowell & Lawrence and Salem & Lowell railroads were purchased and consolidated in 1879 and the Middlesex Central in 1883. In September, 1886, a lease of the Central Mass. RR. was made.

In June, 1884, a lease of the North. of New Hamp. and the Bost. Con. & Montreal railroads was made, and control of those roads was then assumed. In March, 1887, the Northern lease was held void.

A lease of B. & L. to the Boston & Maine was effected in April, 1887, subject to vote of stockholders in June. The company had $920,000 notes outstanding Sept. 30, 1886. Earnings, etc., have been as follows:

	1884-85.	1885-86.
Total income	$4,037,439	$4,628,386
Operating expenses	2,623,434	3,184,470
Net income	$1,414,005	$1,443,916
Disbursements—		
Taxes	$163,204	$170,175
Rents	702,544	714,568
Interest	263,282	253,084
Total disbursements	$1,129,029	$1,141,828
Balance	$284,976	$301,087
Dividends, 6 per cent	251,151	290,133
Surplus	$33,825	$11,954

—(V. 42, p. 60, 782; V. 43, p. 190, 174, 579, **773**; V. 44, p. 59, 369, 458, 544.

Boston & Maine.—Owns from Boston, Mass., to Portland Me., 115 miles; branches, 11 miles; leased—Boston to New Hamp. State line 41 miles; N. Hamp. State line to Maine State line 16 miles; Maine State line to Portland 51 miles; Conway Junction to North Conway 73 miles; Worcester, Mass., to Rochester, N. H., 94 miles; numerous short branches, 187 miles; total operated, including Eastern, 584 miles, less 3 miles leased. In March, 1883, voted to lease the Eastern RR. of Massachusetts, but after litigation the lease was held to be invalid and a new one was made in December, 1884, on the basis stated under title of the "Eastern" in this SUPPLEMENT. In Dec., 1885, leases of the Worcester Nashua & Rochester and the Portland & Rochester railroads for 50 years from Jan. 1, 1886, were confirmed by vote of stockholders. In April, 1887, a lease of the Boston & Lowell was made, including the lines controlled under lease by that company—the Northern of N. H., the Bost. Concord & Mont., the Conn. & Passumpsic, &c., subject to vote of stockholders in June. The fiscal year ends Sept. 30. The last annual report was in V. 43, p. 717, and the income account for two years was as follows:

INCOME ACCOUNT.

Receipts—	1884-85.	1885-86.
Gross earnings	$6,232,096	$7,253,881
Net earnings	$2,071,093	$2,500,472
Rentals, interest, &c	279,463	289,809
Total income	$2,350,553	$2,790,281
Disbursements—		
Rentals paid	$1,225,528	$1,363,117
Interest on debt	266,424	255,440
Dividends	(8 p. c.) 560,000	(9½ p. c.) 665,000
Eastern (under lease)	158,603	469,724
Total disbursements	$2,210,553	$2,755,281
Balance surplus	$140,000	$35,000

—(V. 42, p. 518, V. 43, p. 607, **717**; V. 44, p. 184, 369, 458, 544.)

Boston & New York Air Line.—Owns from New Haven, Conn., to Willimantic, Conn., 50 miles; leased, Turnerville to Colchester, 4 miles; total operated, 54 miles. Formerly the New Haven Middletown & Willimantic. A lease was made in Oct., 1882, to the N. Y. N. H. & Hartf. RR. for 99 years at 4 per cent dividends per year on the pref. stock and interest on the bonds; the common stock is $834,900.

Boston & Providence.—Owns from Boston, Mass., to Providence R. I., 44 miles; branches, 20 miles; leased, Attleborough to North Attleborough, 4 miles; total operated, 68 miles. Co. has valuable depot properties in Boston. Notes outstanding Sept., 1886, were $260,000. Gross earnings in 1885-86, $1,784,805; net, $399,880; in 1884-85, $1,677,066; net, $381,326.—(V. 43, p. **605**.)

Bradford Bordell & Kinzua—(3-foot gauge)—Mileage from Bradford, Pa., to Simpson, Pa., 15 miles; Kinzua Junction to Rew City, 2 miles; Rew City to Eldred, 12 miles; Simpson to Smethport, 10 miles; total, 39 miles. Stock is $500,000, par of shares, $100. In Nov., 1885, bondholders subscribed 5 per cent on their bonds to resume payments. Gross earnings in 1885, $71,897; net, $19,775. John J. Carter, Titusville, Pa. Pres't.

Bradford Eldred & Cuba.—Owns from Eldred, Pa., to Bolivar and Wellsville, N. Y., and branch to Richburg, and Cuba to Little Genesee, 54 miles. Stock, $480,000. There are also 2d mortgage bonds for $60,000, 6s, which were due June 1, 1885. Foreclosure suit begun in February, 1885. Thos. C. Platt appointed receiver in Oct., 1885, and $23,526 certificates authorized. Gross earnings in 1884-85, $42,856; def. $1,393; def. under interest, taxes, etc., $36,010; gross in 1885-86, $45,824; deficit, $10,963; interest, $33,600; total deficit, $44,563. Total deficit to Sept. 30, 1886, $90,248. R. G. Taylor, President. (V. 42, p. 243, 60.)

Brooklyn Elevated.—Line of road from Fulton Ferry and Brooklyn Bridge via Broadway, &c., to East New York, 6¾ miles. This is the Brooklyn Elevated Railroad organized Oct., 1884, as successor to the Brooklyn Elevated Railway sold in foreclosure May 12, 1884. The capital stock is $5,000,000; the second mortgage bears 3 per cent interest till 1888 and 5 per cent thereafter.

For the six months ending March 31, 1887, gross earnings were $208,078; net, $104,845; deficiency under charges, $16,716.

The annual report to State Commissioner for year ending Sept. 30 1886, gave gross earnings $518,480; net, $139,108; total payments, $203,772; net deficit, $64,312. Henry W. Putnam, President.—(V. 42, p. **59**; V. 43, p. 693; V. 44, p. 212, 654.)

Brooklyn & Montauk.—Brooklyn to Eastport, L. I., 71 miles; branches to Fresh Pond Junction, 2 miles; to Rockaway, 9 miles; total, 82 miles. This was first the South Side Railroad of Long Island, which was foreclosed Sept. 16, 1874, and reorganized as the Southern of Long Island. On June 3, 1879, the property was again sold in foreclosure of the second mortgage, and this company organized. The preferred stock has a preference of 7 per cent, not cumulative. It is leased to the Long Island Railroad for 50 years at 25 per cent of the net earnings of the whole Long Island RR. system, including its leased lines. No rental has been reported as paid, and no public reports are issued. Of the mortgage for $1,000,000, $750,000 is reserved to take up the first mortg. bonds in 1887; it is guaranteed by L. I. RR. as to interest on $750,000, and both principal and interest on the $250,000. Daniel Lord, President F. B. Lord, Secretary, New York City.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Bradford Bordell & Kinzua—1st mortgage	41	1882	$500	$498,000	6	J. & D.	Bradf'd, Pa., Co.'s Office	June 1, 1932
Bradford Eldred & Cuba—1st mort	54	1881	1,000	500,000	6	J. & J.	Last paid July, 1884.	Jan. 1, 1932
Brooklyn Elevated—1st mort	6·9	1884	1,000	3,500,000	6	A. & O.	N. Y., Cent. Trust Co.	Oct. 1, 1923
2d mortgage (for $1,250,000)	6·9	1885	1,000	1,250,000	3-5	J. & J.	do	July 1, 1915
Brooklyn & Montauk—Stock ($1,100,000 is pref.)	82	....	100	2,000,000	....	....	.....	.....
South Side, 1st mortgage	54	1867	500 &c.	750,000	7	M. & S.	N.Y., Corbin Bank'g Co.	Mar. 1, 1887
B'klyn & M.–(Cont'd)–New M.($1,000,000),gu.L.I.,g	85	1881	1,000	250,000	6 g.	M. & S.	N. Y., Corbin Bank'g Co.	Mar. 1, 1911
Brunswick & Western—1st M., g., (for $2,500,000)	171	1883	500&c.	2,000,000	5 g.	J. & J.	None ever paid.	Jan. 1, 1913
Buff. Brad. & Pitts.—Gen. M.,(incl. 10,000 ac. l'd)	26	....	1,000	580,000	7	J. & J.	N. Y. L. Erie & W. RR.	Jan. 1, 1896
Buffalo New York & Erie—Stock	142	....	100	950,000	3½	J. & D.	N. Y. L. Erie & W. RR.	Dec. 1, 1886
First mortgage	140	1876	1,000	2,380,000	7	J. & D.	do do	Dec. 1, 1916
Buffalo N. Y. & Philadelphia—Stock, common	634	....	50	13,750,000	....	....	.....	.....
Stock, preferred	634	....	50	6,570,650	1½	Q.—M.	Phila.or N.Y.,Co.'sOffice	Dec. 26, 1883
1st mortgage, gold	121	1871	500 &c.	3,000,000	6 g.	J. & J.	Last paid, July, '85.	July 1, 1896
2d mortgage, gold	121	1878	500 &c.	1,000,000	7 g.	Q.—M.	Last paid, Sept., '85.	Dec. 1, 1908
Consol, 1st mortgage, gold	205	1881	1,000	6,999,000	6 g.	J. & J.	½ paid in cash Jan., '85	July 1, 1921
Trust mort., gold (secured by collaterals)	....	1882	1,000	2,748,000	6 g.	M. & N.	½ paid in cash Nov., '84	May, 1, 1923
General mortgage (for $24,500,000)	All.	1884	1,000	1,700,000	6 g.	M. & S.	½ paid in cash Mar., '85	Mch. 1, 1924
Buff. Pitts. & W., M. bds (for $7,500,000 coup.)	261	1881	1,000	4,061,000	6 g.	A. & O.	½ paid in cash Apr., '85	April 1, 1921
do 1st mort. (W. & F. RR.)	57	1865	1,000	1,500,000	7	F. & A.	Aug.coup.pd.by Ph.& E.	Feb. 1, 1896
do 1st M.(Oil Cr. RR.) renew'd, '82	38	1862	1,000	573,000	6	A. & O.	Last paid, Oct., '85.	Apr. 1, 1912
do 1st mort. (Un. & Titusv. RR.)	25	1870	500 &c.	500,000	7	J. & J.	3 paid in cash Jan., '85	July 2, 1890
do Consol. mort. (Pitts. T. & B.)	120	1876	100 &c.	866,000	7	F. & A.	3 paid in cash Feb., '85	Feb. 1, 1896
Income bonds for funded coupons	....	....	....	622,625	....	....	.....	.....
Car trusts, principal and interest	....	....	....	1,628,015	6	....	.....	.....
Buffalo Rochester & Pittsburg.—R. & P. 1st mort	108	1881	1,000	1,300,000	6	F. & A.	N. Y., Union Trust Co.	Feb. 1, 1921
R. & P. Consol. mortgage	258	1882	1,000	3,681,000	6	J. & D.	do do	Dec. 1, 1922
R. & P. Income mortgage	....	1881	1,000	478,000	6	....	do do	1921
R. & P. Equipment bonds (car trust) in 3 series	....	Var's	1,000	810,000	6 & 7	Various	Gallatin Bank.	Various.
Buffalo & Southwestern.—Stock (one-half of it pref.)	67	....	....	943,666	2	....	.....	(?)
1st mortgage bonds, gold	67	1877	1,000	1,500,000	6 g.	J. & J.	N. Y., 1st Nat. Bank.	July 1, 1908
Burlington C. Rapids & Northern—Stock	713	....	100	5,500,000	....	....	.....	.....

Brunswick & Western.—From Brunswick to Albany, 171 miles, and 83 miles projected to Columbus, Ga. This was formerly the Brunswick & Albany, and the present company has $3,500,000 pref. stock, and $1,500,000 common. Mr. Fred. Wolffe in New York and a syndicate in Frankfort were most heavily interested. Gross earnings in 1886, $326,216; net, $46,819. In 1885, gross, $283,129; net, $20,719. E. W. Kinsley, President, N. Y. City.

Buffalo Bradford & Pittsburg.—Owns from Carrollton, N. Y. to Gilesville, Pa., 26 miles. Completed in 1866, and leased to New York Lake Erie & Western for 499 years. Rental, 7 per cent on outstanding bonds, $40,600 a year. Capital stock, $2,286,400.

Buffalo New York & Erie.—Owns from Buffalo, N. Y., to Corning, N. Y., 142 miles. Leased in 1863 to the New York & Erie for 400 years, and now operated by the N. Y. Lake Erie & West. Co. Rental, $238,100—viz., 7 per cent on stock and bonds and $5,000 for organization expenses. Dividends and interest paid directly by the lessees.

Buffalo New York & Philadelphia.—A consolidation in February, 1883, of the Buffalo N. Y. & Philadelphia, the Buffalo Pittsburg & West., Oil City & Chicago and Olean & Salamanaca. Mileage is as follows: Buffalo Division—Buffalo, N. Y., to Emporium, Pa., 121 miles, Larabees, Pa., to Clermont, Pa., 22; Pittsburg Division—Buffalo, N. Y., to Oil City, Pa., 138; Titusville, Pa., to Pioneer, Pa., 9; Mayville, N. Y., to Chautauqua, N. Y., 3½; Oil City to New Castle, Pa., 18; Tryonville to Union City, 16 miles. Rochester Division—Rochester, N. Y., to Hinsdale, N. Y., 99; Olean, N. Y., to Bradford, Pa., 26; Bradford, Pa., to Kinzua, Pa., 25; Eldred to Tarport, 18 miles; Genesee Valley Ter. RR., 2 miles; total operated, 663 miles, of which 40 miles are leased. The Swain's Br., 11 miles, owned by B. N. Y. & P., is leased to L. & P. RR.

The trust bonds of 1923 are secured by $500,000 first mort. bonds of the Genessee Valley Terminal Co., $700,000 of the first mort. bonds of the Olean & Salamanca RR., $1,600,000 first mort. bonds of the Oil City & Chicago RR. and $300,000 mort. bonds of the No. West. Coal & Iron Co.

In 1884 the earnings proved insufficient to meet interest, and after trying a plan which was not successful, a receiver was subsequently appointed and foreclosure suits were begun.

In Feb., 1886, another plan was issued (see CHRONICLE, V. 42, p. 242) by which foreclosure would be made and $10,000,000 new first mortg. bonds issued, of which $6,073,000 would be reserved for the several issues of old first mortgages, and the B. N. Y. & P. 2d mortg., the balance for re-organization expenses and for future use. A 2d mortg. for $20,000,000, interest payable in cash, or in cash and scrip, to be issued for all other bonds on certain terms; and $30,000,000 to be the authorized issue of new common stock. The old stock to pay an assessment of 8 per cent on the preferred and 12 per cent on the common, each receiving the new 2d mortg. bonds for the assessment paid, and share for share in the new stock. This plan was backed by a strong committe and received the assent of a large majority of bondholders. Foreclosure decree was made in May, 1887.

For the six months ending March 31 gross earnings were $1,222,138 in 1886-7, against $1,202,287 in 1885-6; net, $51,507, against $267,493; deficit under charges, $171,552, against deficit of $22,115.

The annual report for the year ending Sept. 30, '86, was in the CHRONICLE, V. 44, p. 89, and contained the following income account.

Receipts—	1883-84.	1884-85.	1885-86.
Gross earnings	$2,614,774	$2,335,514	$2,568,217
Net earnings	$526,933	$454,847	$373,007
Rentals and interest	42,300	57,924	55,853
Total income	$569,233	$512,771	$428,860
Disbursements—			
Interest on bonds, pd. & unpd.	$1,275,935	$1,413,500	$1,410 380
Other interest, &c.	130,751	342,783	206,234
Total disbursements	$1,406,686	$1,756,283	$1,616,614
Balance	def.837,453	def. 1,243,512	def. 1,187,754

—(V. 43, p. 48, 73, 102, 131, 190, 244, 367, 546, 608, 634, 635, 774; V. 44 p. 89, 184, 210, 276, 433, 551, 652, 654.)

Buffalo Rochester & Pittsburg Railway.—*(See map.)* Owns from Rochester, N. Y., to Walston Junction, Pa., 229 miles; Buffalo Branch from Ashford Junc. to Buffalo, 46 miles; other branches, 17 miles; total, 292 miles.

This company was formed in March., 1887, as successor of the Rochester & Pittsburg and the Pittsburg & State Line RR., which were foreclosed in Oct. 1885 and purchased by Mr. A. Iselin

That portion of the road lying in Pennsylvania was known as the Pitts. & State Line RR. Co. The consolidation of the companies in New York and Pennsylvania was delayed by litigation till March, 1887.

The preferred stock of the consolidated company is $6,000,000 (entitled to 6 per cent dividends, non-cumulative), and common stock, $6,000,000. A meeting to be held June 10 votes on raising total stock to $13,000,000, and buying out the preference of preferred stockholders with $3,000,000 of certificates of indebtedness.

For the six months ending March 31, gross earnings were $779,668 in 1886-7, against $672,489 in 1885-6; net, $202,055, against $179,139; surplus over interest, taxes and rentals, $32,345, against def. of $40,292.

The income account of the R. & P. for the year ending Sept. 30 were as follows.

Receipts—	1884-5.	1885-6.
Gross earnings	$1,216,680	$1,299,362
Net income (including miscellaneous)	$336,707	$390,357
Disbursements—		
Interest	348,272	352,106
Rental and miscellaneous	117,166	56,128
	$465,438	$408,234
Balance	def. $128,731	def. $17,877

Walston H. Brown, N. Y, President.

—V. 43, p. 218, 369, 398, 579, 608, 634, 738; V. 44, p. 212, 309, 392, 402.)

Buffalo & Southwestern.—Owns from Buffalo to Jamestown, N. Y., 67 miles. Formerly the Buffalo & Jamestown; reorganized in 1877, after foreclosure. In July, 1880, leased to New York Lake Erie & Western for 99 years—at 35 per cent of gross earnings, but interest on bonds guaranteed. Rental in 1885-86, $90,831. In January, 1885, the lessee made default in payment under the lease, and suit was brought, but settlement was afterward reported and 2 per cent dividend declared. (V. 40, p. 60.)

Burlington Cedar Rapids & Northern.—On Jan. 1, '87, operated from Burlington, Iowa to Albert Lea, Minn. (including 11 miles leased), 253 miles; branches—Linn, Ia., to Postville, Ia., 94 miles; Muscatine, Ia , to Riverside, Ia., 31 miles; Vinton, Ia., to Holland, Ia., 48 miles; Iowa City to What Cheer and to Montezuma, 73 miles; Clinton Division, 81 miles; Decorah Division, 23 miles; Iowa Falls Division, 430 miles; Waverly Division, 6 miles; total operated, 1,039 miles. The former company was organized as the Burlington Cedar Rapids & Minn., June 30, 1868. Defaulted Nov. 1, 1873. Property sold under foreclosure June 22, 1876, and this company was formed by the purchasers. In May, 1885, a decision was obtained by the holders of old equipment and 2d mortgage bonds of 1874, in the case of Simmons against this company, holding those bonds to be good against the road, and giving defendants the right to redeem the property on payment of amount found to be due, which is about $1,000,000. The case is still pending.

Bonds of the Cedar Rapids Iowa Falls & Northwestern road are endorsed (endorsement is on the bonds); the 6 per cent bonds are redeemable at 105 after Oct. 1, 1890. Of the 5 per cents $825,000 are reserved to retire the 6 per cents. The company guarantees the above bonds mentioned, and also guarantees $150,000 of Minneap. & St. Louis bonds. In April, 1884, for the purpose of issuing additional bonds for extensions, the limit of authorized capital stock was raised to $30,000,000. The consolidated bonds are dated April 1, 1884, and issued at $15,000 per mile to build new road, and secured by first mortgage bonds on the roads built, deposited with the trustee of this mortgage. The roads thus built to Dec. 31, 1885, were the Cedar Rapids & Clinton, 82 miles, $1,200,000 bonds; Chicago Decorah & Minnesota, 23 miles, $348,000 bonds; and the Cedar Rapids Iowa Falls & Northwestern, Minnesota and Dakota Division, 386 miles, $3,063,000 bonds.

The annual report for 1886 said: "The earnings of this railway for the current year did not equal the previous year, on account of decreased tonnage in through business, and lower rates on both through and local business. The business of 1887 has opened fairly for the first three months. What the effects of the Inter-State Commerce law will be on the earnings can only be surmised, but we should anticipate a decrease.

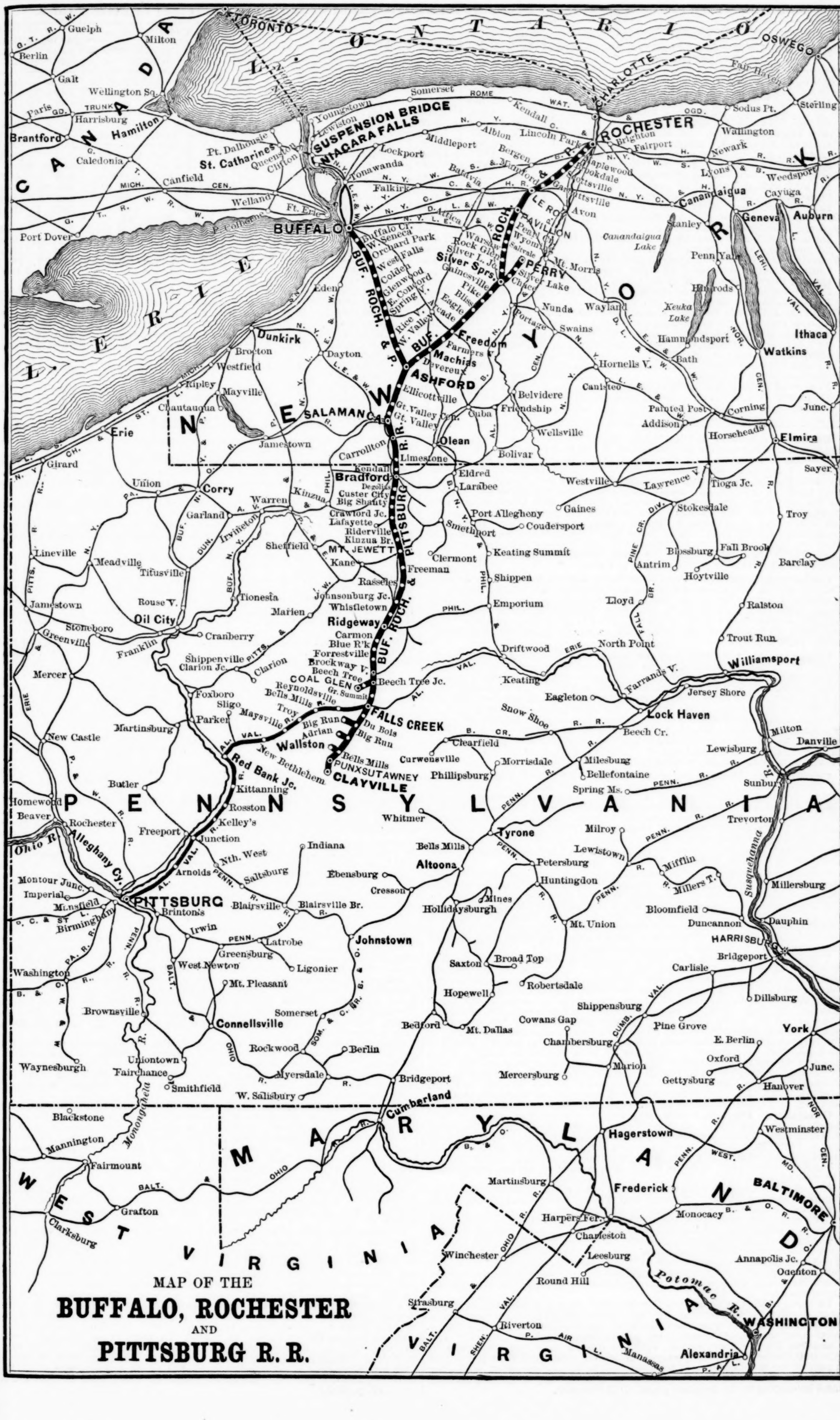
For two months from Jan. 1 to Feb. 28, gross earnings were $416,146 in 1887, against $385,111 in 1886; net, $100,943 in 1887, against $80,468 in 1886.

For 1886 the annual report in V. 44, p. 619, gave net income, &c., for four years as follows:

FISCAL RESULTS.	1883.	1884.	1885.	1886.
Miles operated	713	990	990	1,039
Earnings—	$	$	$	$
Passenger	654,746	666,922	691,174	662,485
Freight	2,117,949	2,024,175	2,284,542	2,141,646
Mail, express, &c.	90,859	105,362	117,797	129,178
Tot. gross earnings	2,863,554	2,796,459	3,093,513	2,933,309
Oper exp. and taxes	1,968,177	1,917,769	2,189,543	2,132,404
Net earnings	895,377	878,690	903,970	800,906
P.c. op. ex. to earn's.	68·7	68·5	70·77	72·70

INCOME ACCOUNT.	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	895,378	878,690	903,970	800,905
Other receipts	48,596	31,108	83,798	63,252
Total income	943,974	909,798	987,768	864,157
Disbursements—				
Interest on debt	521,232	573,663	742,275	749,898
Const'n & improvem't	89,942	68,778	70,794	3,042
Equipment	294,904	10,774	41,925	45,605
Other expenditures	44,802	28,617	25,056	8,278
Tot. disbursem'ts	950,880	681,832	880,050	806,823
Balance	def.6,906	sur.227,966	sur. 107,718	sur.57,334

—(V. 42, p. 60, **662**; V. 43, p. 516, 745; V. 44, p. 90, 184, 494, **619.**)



MAP OF THE

BUFFALO, ROCHESTER

AND

PITTSBURG R. R.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal. When Due. *Stocks*—Last Dividend.
Burlingt'n C. Rap. & Northern—(Cont'd)—1st mort.	369	1876	$100&c.	$3,500,000	5	J. & D.	N. Y., Central Trust Co.	June 1. 1906
Iowa City & Western, 1st mortgage, gold, guar..	73	1879	1,000	584,000	7 g.	M. & S.	do do	Sept. 1, 1909
Ced. Rap. I F.& N.W., 1st M., g., guar.,red.aft.'90	55	1880	1,000	825,000	6 g.	A. & O.	do do	Oct. 1, 1920
do 1st M., gold, guar.	177	1881	1,000	1,905,000	5 g.	A. & O.	do do	Oct. 1, 1921
Consol. 1st mort. & collat. trust, gold, coup. & reg.	All	1884	1,000&c	4,716,000	5 g.	A. & O.	do do	April 1, 1934
Cairo Vincennes & Chic.—1st M. bds., gold (Wabash)	271	1881	1,000	3,857,000	5 g.	J. & J.	Last paid, Jan., '84	Oct. 1, 1931
California Pacific—1st mort., gold (ext'd'd at 4½)	114	1867	1,000	2,250,000	4½ g.	J. & J.	N.Y., Eugene Kelly & Co	Jan. 1, 1912
2d mort., end. by Cent. Pac.	114	1871	1,000	1,600,000	6 g.	J. & J.	N.Y., So. Pac. RR. Office	Jan. 1, 1891
3d, mort. guar. by Cal. Pac.($1,000,000 are 3s)	114	1875	500	3,000,000	3 & 6	J. & J.	do do	July, 1905
Camden & Atlantic—Stock ($880,650 of it pref.)	78	....	50	1,257,100	3 on pref	....	Camden, Co.'s Office.	Apr. 1, 1887
1st mortgage (extended 20 years in 1873)	78	1853	1,000	490,000	7 g.	J. & J.	Phila., Farm. & M. B'k.	March, 1893
2d mortgage, extended in 1879	....	1854	1,000	497,000	6	A. & O.	do do	Oct. 1, 1904
Consol. mortgage (thirty years)	....	1881	1,000	350,000	6	J. & J.	do do	July 1, 1911
Camden & Burlington Co.—1st mortgage	31	1867	500&c.	350,000	6	F. & A.	Phila., Penn. RR. Co.	1897
Canada Southern—Stock	404	....	100	15,000,000	1¼	F. & A.	N. Y., Grand Cen. Dep.	Feb. 5, 1887
1st mort., interest guar. by N. Y. C. & Hud. Riv..	404	1878	1,000	13,858,441	5	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1908
2d mortgage, coup. or reg	404	1883	1,000&c	5,100,000	5	M. & S.	do do	Mar. 1, 1913
Canadian Pacific—Stock (guar. 3 p. c. div. till '93).	4,346	....	100	65,000,000	1½	F. & A.	N. Y. Office, 59 Wall St.	Feb. 17, 1887
Canada Central RR. 1st & 2d mort. bonds	....	....	....	1,824,333	5 & 6	Various	Montreal.	1899 & 1910
Quebec Prov. due on Q. M. O. & O. and N. S. RR..	....	....	....	7,000,000	5	A. & O.	do	.....
Land mortgage bonds, gold (redeemable at 110)..	....	1881	500 &c.	3,527,000	5 g.	A. & O.	Montreal, N.Y. or London	Oct. 1, 1931
1st mort. debent. sterling	All.	1885	£100&c	34,998,833	5 g.	J. & J.	London, Baring B. & Co.	July 1, 1915
Cape Fear & Yadkin Valley—1st mortgage, gold....	155	1886	$1,000	1,500,000	6 g	J. & D	N.Y., Farm. L. & Tr. Co.	June 1, 1916
Carolina Central—1st mortgage, gold, coup. or reg.	242	1881	1,000	1,800,000	6 g.	J. & J.	N.Y., Farmers' L. & T. Co.	Mch. 31, 2000
2d mort., gold, income, reg., not cumulative....	242	1881	1,000	1,200,000	6 g.	J. & J.	New York, Office.	July 1, 1915
3d mort., gold, income, reg., not cumulative....	158	1881	1,000	1,500,000	6 g.	A. & O.	do do	July 1, 1910
Carson & Colorado—1st mortgage	158	1881	1,000	2,250,000	6	J. & J.	.....	July, 1911
Second Division mort	43½	1883	1,000	510,000	6	J. & J.	.....	July 1, 1913
Catawissa—Common stock	98	....	50	1,159,500	....	....	.....	.....
Preferred stock ($2,200,000 is 1st pref.)	98	....	50	3,200,000	3½	M. & N.	Philadelphia Co.'s office	May 18, 1887
1st mortgage	....	1882	....	230,500	6	....	Phila., Phila.& Read.Co.	Feb. 1, 1902
Mortgage bonds	93	1870	500 &c.	1,300,000	7	F. & A.	do do	Feb. 1, 1900
Cayuga & Susquehanna—Stock	34	....	100	589,110	4½	J. & J.	New York, 44 South st.	Jan. 1. 1887

Cairo Vincennes & Chicago.—Cairo to Tilton, Ill., 271 miles; branch, St. Francisville to Vincennes, 8.; total, 279 miles. This was a consolidation of the Cairo & Vincennes, Danville & S. W. and St. Francisville & Lawrence roads, forming the Cairo Division of the Wabash St. Louis & Pacific. The latter company issued its own bonds secured on this road for $3,857,000, and after default the road was surrendered to the morigage trustees, Messrs. A. J. Thomas and Charles E. Tracy, April 27, 1885. Foreclosure proceedings are pending, but are not pressed, owing to a claim of Wabash not yet adjudicated. Receiver's certificates for $622,667 have been issued. For three months ending Mar. 31, 1887, gross earnings were $172,030, against $123,484 in 1886; net, $41,875, against $15,738. In 1886 gross earnings were $638,813; net, $145,339. (V. 43, p. 479; V. 44, p. 494.)

California Pacific.—Owns from South Vallejo, Cal., to Sacramento, Cal., 61 miles; branches—Adelante to Calistoga, 35 miles; Doer's to Knight's Landing, 19 miles; total operated, 113 miles. Leased for 29 years, from July 1, 1876, to Central Pac. Rental, $600,000 per annum, and three fourths of net earnings when in excess of that amount. Capital stock, $12,000,000. In 1885, gross earnings, $932,399; net, $522,627. (V. 43, p. 514.)

Camden & Atlantic.—Owns from Camden, N. J., to Atlantic City, 60 miles; Atlantic City to Longport, 7 miles; Phil. Marl. & Med. RR.; Haddonfield to Medford, 12 miles; total operated, 79 miles. Pref. stock, entitled to 7 per cent if earned, and to as high as paid to com. if more than 7. For three months from Jan. 1 gross earnings were $90,452 in 1887, against $82,150 in 1886; def. $25,526, against def. of $7,721.

On main line and branches in 1885, gross earnings were $561,347; net, $134.143. In 1886, gross, $599,090, net, $129,775; other income, $20,802, total, $150,578; deduct interest, rentals, &c., $98,963; surplus, $51,610. See annual report for 1886, with income account, &c., in V. 44, p. 494. (V. 44, p. 494.)

Camden & Burlington County.—Owns from Camden, N. J., to Pemberton, N. J., 23 miles; branch, Burlington, N. J., to Mount Holly, 7 miles; total, 30 miles. Leased to Camden & Amboy Railroad Co., and now operated by the Pennsylvania Railroad Company, lessees of United Railroad & Canal Company's lines. Lease rental, $44,415, being 6 per cent on stock and bonds, and $500 for organization expenses. Capital stock $381,925 and funded debt $350,000. Dividends in January and July. Gross earnings in 1885, $199,979; net, $71,340. Gross in 1886, $216,055; net, $63,632.

Canada Southern.—Line of Road—Main line from International Bridge to Windsor, Ont., 226 m.; branch, Amhersburg to Essex Centre, 16 miles; Fort Erie Br., 17 miles; Oil Springs Br., 3 miles; St. Thomas, Ont., to Courtright, Ont., 63 miles; Erie & Niagara, 31; Sarnia Chatham & Erie, 7; Canada Southern Bridge & Ferry, 4; Toledo Canada Southern & Detroit, 56, and Michigan Midland & Canada, 15; total of all lines operated, 436 miles, of which 105 miles are nominally owned by proprietary companies under separate organizations.

The Canada Southern Railway Company was chartered in Canada Feb. 28, 1868, and the main line opened Nov. 15, 1873. Default was made, and a reorganization forming the existing company was completed in 1878. Interest on the 1st mort. is guaranteed by the New York Central Railroad Co. for 20 years; but the principal is not guaranteed. In Nov., 1882, a close contract was made with the Michigan Central for 21 years from Jan. 1, 1883, providing for the operation of the Canada Southern by the Michigan Central, also for the placing of the total earnings of both roads in a common treasury, out of which is to be paid, first, the operating expenses of both roads; second, the fixed charges of both; third, the division of the remainder between the two, in the rate of two-thirds to the Michigan Central and one-third to the Canada Southern. In 1885 the surplus to C. S. was $3,679; in 1886, surplus, $407,335. For latest reports of earnings see Michigan Central. —(V. 42, p. 22, 752; V. 43, p. 23; V. 44, p. 21, 584.)

Canadian Pacific.—*(See Map.)*—The whole road extends from Montreal to Vancouver on the Pacific coast in British Columbia, 2,906 miles. There are branches and auxiliary lines owned of 925 miles, and 821 miles of leased lines, making the whole system 4,651 miles, of which 187 miles were not quite finished on Jan. 1, 1887. (See details in Chronicle, V. 44, p. 658.) The road was opened throughout the first of July, 1886.

In Nov., 1883, leases were made of the Ontario & Quebec system, including the Credit Valley Railway and Toronto Grey and Bruce, about 590 miles in all, with bridge facilities at Montreal.

This company was incorporated February 18, 1881, under a charter from the Dominion of Canada. The company had an important contract in its charter, receiving from the Government $25,000,000 in cash as a subsidy, also 25,000,000 acres of land, all to be fit for settlement The Government also conveyed to the company, free of all cost, 713 miles of road. The company also acquired 449 miles of road and branches from Montreal west to Callendar, subject to $5,423,333 in liens on those roads.

In Nov., 1883, the Dominion Government gave a guarantee of 3 per cent dividends per annum for ten years on $65,000,000 of stock. By final agreements with the Dominion Government, in April, 1886, a settlement was made discharging all the company's obligations. The Canadian Pacific Railway Co., through Baring Bros., of London, sold $20,000,000 of bonds, the proceeds of which were applied to paying off a part of the indebtedness of the company to the Government, while the balance of $9,000,000 was liquidated by transferring 6,793,014 acres of land belonging to the original grant of 25,000,000.

Of the land grant bonds there are outstanding only the above amount, against which are deferred payments on lands sold, amounting to $1,-2 .3,538. The Government also holds $1,000,000 of land bonds, which are to be canceled. The lands in possession of the company are about 14,959,718 acres. The bonds are receivable for lands and may be paid off at 110.

Gross earnings for three months from Jan. 1, 1887, $1,873,394, against $1,621,581 in 1886; net, $3,997, against $250,303.

The annual report for 1886 was published at length in the Chronicle, V. 44, p. 652, 655. The following is a comparative statement of earnings and expenses for the last two years:

OPERATIONS AND FISCAL RESULTS.	1885.	1886.
Miles operated	4,338	4,464
Passenger mileage	116,702,980	150,466,149
Rate per passenger per mile	2·45 cts.	2·10 cts.
Freight (tons) mileage	406,822,166	555,448,159
Rate per ton per mile	1·20 cts.	1·10 cts.
Earnings—		
Passenger	$2,859,223	$3,170,714
Freight	4,841,806	6,112,380
Mail, express and miscellaneous	627,404	798,710
Total earnings	$8,368,493	$10,081,804
Operating expenses	5,143,276	6,378,317
Net earnings	$3,225,217	$3,703,487
Per cent of oper. expenses to earnings	61·46	63·26

INCOME ACCOUNT FOR 1886.	
Net earnings	$3,703,486
Fixed charges	3,068,042
Surplus	$635,444

—(V. 43, p. 22, 48, 162, 274, 547, 671; V. 44, p. 53, 184, 308, 343, 433, 525, 620, 652, 655.)

Cape Fear & Yadkin Valley.—In operation from Greensboro, N. C., to Bennettsville, S. C., 155 miles. Road is further projected some 200 miles additional, and is in course of construction by the North State Improvement Co., a corporation organized for the purpose. For three months to Mar. 31, gross earnings were $37,649 in 1887, against $58,844 in 1886; net, $33,875, against $33,813. In 1886 gross earnings were $227,223, net $111,540; in 1885, gross earnings $205,908, net $95,764.

Carolina Central.—Owns from Wilmington, N. C., to Rutherford, N. C., 267 miles. Formerly Wilmington Char & Rutherford, chartered in 1855. Succeeded by existing company after foreclosure May 3, 1873. Defaulted, and receiver placed in possession April 5, 1876. Sold in foreclosure May 31, 1880, for $1,200,000. In 1885-86, gross earnings; $477,484; net, $151,752; in 1884-5, gross, $528,122; net, $71,721. Wilmington Bridge bonds, $275,000, at 7 per cent, are guaranteed by this Co. and the Wil. Col. & Aug., and interest paid. The stock of $1,-200,000 was placed for five years from Nov. 1, 1879, in the hands of the reorg. committee, but is now all issued to 2d mortgage bondholders.

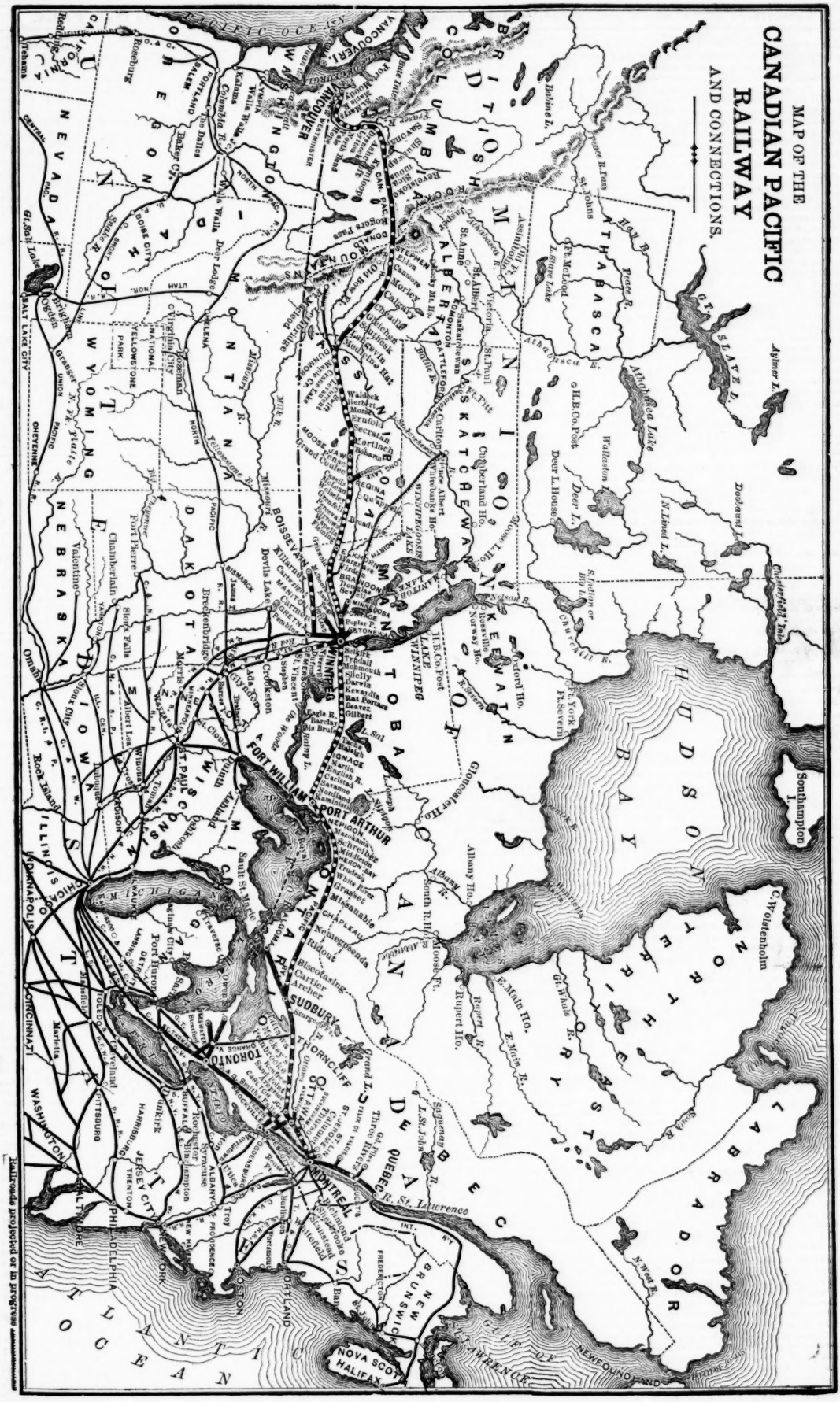
Carson & Colorado.—(3 foot gauge.)—From Mound House Nev., to Candelaria, Nev., 158 miles; Junction to Keeler, Cal., 141 miles; total 299 miles. Road follows the valleys along eastern side of Sierra Nevada Mountains and may eventually join Southern Pacific at Mojave. Stock, $6,380,040 authorized; $2,760,000 issued. H. M. Yerington, Pres't, Carson, Nev.

Catawissa.—Owns from Tamanend, Pa., to Williamsport, Pa., 94 miles; branch, Summit Station to Silver Brook, 4 miles; total operated, 98 miles. Leased from Nov. 1, 1872, for 999 years to Philadelphia & Reading. Rental, 30 per cent of gross earnings and $8,000 a year for company expenses. Funded debt is also assumed by lessees. Seven per cent is guaranteed on the preferred stocks. (V 43, p. 387.)

Cayuga & Susquehanna.—Owns from Susquehanna River to Ithaca, N. Y., 34 miles. Leased in perpetuity to Delaware, Lack. & West. at a rental of $54,600 a year. Dividends on capital, 9 per cent per annum.

Cedar Falls & Minnesota.—Owns from Waterloo, Ia., to Minn. State Line, 76 miles. Leased to Dubuque & Sioux City for 40 years from January 1, 1867, at $1,500 per mile as a minimum and a contingent of 35 per cent of gross earnings from $3,500 to $7,500 per mile and of 30 per cent or any excess over $7,500 per mile. The Dub. & S. C. (carrying this road) was acquired by Ill Central in 1887. Capital stock, $1,586,500. All operations and earnings are included in Illinois Central reports. The minimum rental is $113,370 per annum. J. S. Kennedy, Pres't. N. Y.

Central Branch Union Pacific.—*(See Map Mo. Pac.)*—Owns from Atchison, Kan., to Waterville, Kan., 100 miles; leased Atchison Col & Pac. 254 miles; Atch. J. Co. & W., 34 miles; total operated, 388 miles. The Un. Pac. Cent. Branch was formerly the Atchison & Pike's Peak RR., and was one of the roads embraced in the act of Congress incorporating the Union Pacific RR. The stock is $1,000,000, of which the Union Pacific owns $858,700. The company received a Government subsidy of $1,600,000. Default on interest was made May 1, 1873, but no foreclosure took place. It is operated as a part of the Missouri Pacific system under a 25 years lease, made Sept., 1885, by which the net earnings are paid to Union Pacific as rental. In 1886 gross earnings were $1,705,763; net income, $748,357; charges, $471,355; dividends, $100,000; surplus, $177,002. For 1885 gross earnings were $1,855,-840; net, $591,000; total fixed charges, $513,136; surplus, $95,333. In October, 1885, 5 per cent dividend paid. In 1886 paid 10 per cent. —(V. 42, p. 350.)


MAP OF THE
CANADIAN PACIFIC
RAILWAY
AND CONNECTIONS.
PACIFIC OCEAN
VANCOUVER I.
BRITISH COLUMBIA
ATHABASCA
ALBERTA
SASKATCHEWAN
ASSINIBOIA
MANITOBA
KEEWATIN
HUDSON BAY
ONTARIO
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
NEWFOUNDLAND
ATLANTIC OCEAN
GULF OF ST. LAWRENCE
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
COLORADO
NEBRASKA
DAKOTA
MINNESOTA
WISCONSIN
MICHIGAN
ILLINOIS
IOWA
VANCOUVER
NEW WESTMINSTER
KAMLOOPS
DONALD
CALGARY
EDMONTON
REGINA
BRANDON
WINNIPEG
PORT ARTHUR
FORT WILLIAM
SUDBURY
TORONTO
OTTAWA
MONTREAL
QUEBEC
ST. JOHN
HALIFAX
PORTLAND
BOSTON
NEW YORK
PHILADELPHIA
BALTIMORE
WASHINGTON
CINCINNATI
CHICAGO
MINNEAPOLIS
ST. PAUL
DULUTH
OMAHA
SALT LAKE CITY
SPOKANE
PORTLAND
SEATTLE
TACOMA
VICTORIA
Southampton I.
C. Wolstenholm
Hudson Str.
Labrador
N. West R.
Gt. Whale R.
E. Main Ho.
Rupert R.
Rupert Ho.
Albany R.
Albany Ho.
Moose Ft.
Moose R.
Gloucester Ho.
Oxford Ho.
Norway Ho.
Rossville Ho.
Severn R.
Ft. York
Ft. Severn
Nelson R.
Churchill R.
Churchill Ho.
Cumberland Ho.
Cumberland L.
Pasquia Hills
Swan R.
Duck Mts.
Riding Mts.
Turtle Mts.
Pembina Mts.
Pembina R.
Assiniboine R.
Qu'Appelle R.
Touchwood Hills
Moose Mts.
Wood Mts.
Cypress Hills
Milk R.
Missouri R.
Yellowstone R.
Powder R.
Big Horn Mts.
Big Horn R.
Wind R.
Wind R. Mts.
Green R.
Uinta Mts.
Wasatch Mts.
Bear R.
Great Salt Lake
Utah L.
Sevier L.
Humboldt R.
Humboldt Mts.
Gt. Salt Lake Desert
Sierra Nevada Mts.
Shasta Mt.
Mt. Hood
Mt. Rainier
Mt. St. Helens
Columbia R.
Willamette R.
Puget Sound
Juan de Fuca Str.
Fraser R.
Thompson R.
Okanagan L.
Kootenay L.
Kootenay R.
Columbia Lake
Columbia R.
Clearwater R.
Athabasca R.
Athabasca Lake
Athabasca L.
Lesser Slave L.
Slave R.
Slave L.
Peace R.
Peace R. Pass
Hay R.
Hay L.
Aylmer L.
Dubawnt L.
Dubawnt R.
Chesterfield Inlet
Deer L.
Deer L. House
Wollaston L.
H.B.Co. Post
Lake Winnipeg
Lake Manitoba
Lake of the Woods
Rainy L.
Rainy R.
Lake Superior
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Georgian Bay
Manitoulin I.
Grand L.
Three Rivers
Lake St. John
Saguenay R.
L. St. John
Gt. Slave Lake
Gt. Bear L.
Mackenzie R.
Peace River Pass
Rocky Mts.
Selkirk Mts.
Gold Range
Cascade Mts.
Coast Mts.
Queen Charlotte Is.
Vancouver I.
Strait of Juan de Fuca
Pacific Ocean
Canadian Pacific
Great Northern
Northern Pacific
Union Pacific
Central Pacific
Atlantic & Pacific
Chicago, Milwaukee & St. Paul
Chicago & Northwestern
Chicago, Rock Island & Pacific
Chicago, Burlington & Quincy
Chicago & Alton
Wabash
Grand Trunk
Michigan Central
Lake Shore & Michigan Southern
New York Central
Pennsylvania
Baltimore & Ohio
Boston & Maine
Delaware & Hudson
Erie
Lehigh Valley
Jersey City
Trenton
Harrisburg
Pittsburg
Buffalo
Rochester
Syracuse
Albany
Troy
Saratoga
Utica
Schenectady
Montreal
Quebec
Ottawa
Toronto
Hamilton
Detroit
Port Huron
Sarnia
Windsor
Chatham
London
Brantford
Belleville
Kingston
Prescott
Brockville
Cornwall
Sherbrooke
Newport
Portland
Boston
New York
Philadelphia
Baltimore
Washington
Cincinnati
Indianapolis
Chicago
Minneapolis
St. Paul
Duluth
Omaha
Salt Lake City
Spokane
Portland
Seattle
Tacoma
Victoria
Vancouver
New Westminster
Kamloops
Donald
Calgary
Edmonton
Regina
Brandon
Winnipeg
Port Arthur
Fort William
Sudbury
Toronto
Ottawa
Montreal
Quebec
St. John
Halifax
Portland
Boston
New York
Philadelphia
Baltimore
Washington
Cincinnati
Indianapolis
Chicago
Minneapolis
St. Paul
Duluth
Omaha
Salt Lake City
Spokane
Portland
Seattle
Tacoma
Victoria
Vancouver
New Westminster
Kamloops
Donald
Calgary
Edmonton
Regina
Brandon
Winnipeg
Port Arthur
Fort William
Sudbury
Toronto
Ottawa
Montreal
Quebec
St. John
Halifax

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Cedar Falls & Minn.—Bonds on 2d div., sink. f'd	61	1866	$500&c.	$1,377,000	7	J. & J.	N. Y., J. Ken. Tod & Co.	Jan. 2, 1907
Central Branch Union Pacific—1st mort., gold	100	1866	1,000	1,600,000	6	M. & N.	N. Y., 195 Broadway.	May 1, 1895
Funded interest bonds (coupons held in trust)	....	1879	1,000	630,000	7 g.	M. & N.	do do	May 1, 1895
2d mort. (Government subsidy)	100	'66-7-8	1,000	1,600,000	6	....	U.S. Treas., at maturity	1896, '97, '98
Central R. R. & Bank, Ga.—Stock	730	....	100	7,500,000	4	J. & D.	Savannah, Ga.	Dec. 20, 1886
General mort. "tripartite" bonds, coup.	620	1872	1,000	5,000,000	7	J. & J.	N.Y.Nat.City Bk.,& Sav.	Jan. 1, 1893
Collateral trust bonds	....	1887	....	5,000,000	5	....	.....	1937
Certificates of debt (for dividend)	....	1881	100	4,600,000	6	J. & J.	Savannah, Ga.	1891
Ocean SS. Co., guar., 1st mortgage	....	....	....	987,000	6	J. & J.	New York.	Jan. 1, 1892
Central Iowa—1st mortgage	189	1879	500&c.	3,700,000	7	J. & J.	Last paid July, 1886.	July 15, 1899
Debt certificates, issued for overdue coupons	....	1880	500 &c.	629,000	7	A. & O.	No interest ever paid.	3 mos. notice.
1st mortgage, gold, Eastern Division	124	1882	1,000	619,000	6 g.	A. & O.	Last paid April, 1884	April 1, 1912
Ill. Division, 1st mortgage ($16,000 p. m.)	89	1882	1,000	612,000	6	A. & O.	Last paid April, 1884	1924
1st mort. on branches ($12,000 per mile)	97	1882	1,000	127,000	6	A. & O.	Last paid April, 1884	1912
Consolidated mort., gold (for $6,748,000)	499	1884	1,000	4,430,000	6 g.	J. & D.	½ coups. pd. to June,'88.	June 1, 1924
Car trust certificates	....	....	....	508,000	6	....	.....	.....
Central Massachusetts—Stock ($3,852,088 is pref.)	44	....	....	7,245,988	....	....	.....	.....
Mortgage bonds (for $3,000,000)	44	1886	....	(!)	5	....	.....	.....
Central of New Jersey—Stock	573	....	100	18,563,200	1½	....	.....	.....
1st mortgage bonds	74	1869	1,000	5,000,000	7	F. & A.	New York 1st Office.	1890
Bonds (convertible Nov., 1875 to 1877)	....	1872	1,000	4,400,000	7	M. & N.	Last paid May, 1886	Nov., 1902
Consolidated mortgage (for $25,000,000)	97	1874	1,000	15,000,000	7	Q.—J.	Last paid April, 1886	July 1, 1899
Newark & New York, 1st mortgage	7	1867	500 &c.	600,000	7	J. & J.	New York, at Office.	1887
Am. Dock & Imp.Co. new M. bds., guar. C. of N. J.	....	1881	1,000	5,000,000	5	J. & J.	Last paid July, 1886	July 1, 1921
Adjustment mort. (redeemable any time at par)	....	1878	100 &c.	5,454,000	7	M. & N.	Last paid May, 1886	May 1, 1903
Debenture bds., conv. into stock till 1907	....	1883	1,000	5,000,000	6	M. & N.	Last paid Nov., 1884	May 1, 1908
Central Ohio—($411,550 of this is preferred)	137	....	50	2,859,300	3	J. & J.	Balt., at B. & O. office.	Jan. 31, 1887
1st mortgage bonds	137	....	1,000	2,500,000	6	M. & S.	do do	Sept., 1890
General mortgage (for $2,850,000)	....	....	....	(!)	....	....	.....	.....
Central Pacific—Stock	3,003	....	100	68,000,000	3	F. & A.	N. Y. & San Francisco.	Feb. 1, 1884
1st mort., gold, (2 sinking funds, $50,000 each)	742	1865-8	1,000	25,883,000	6 g.	J. & J.	New York, Office.	1895 to '98
Califor. State aid, gold (s. fund, $50,000) extend.	56	1864	1,000	284,000	7 g.	J. & J.	do do	July 1, 1888
1st m.S. Joaq'n Val. Br., gld (s.f. $50.000)	146	1870	1,000	6,080,000	6 g.	A. & O.	do do	Oct. 1, 1900
U. S. Loan, (2d lien on certain terms)	742	....	....	25,883,000	6	J. & J.	U. S. Treasury.	1895 to '98

Central of Georgia (& Bank).—Owns from Savannah, Ga., to Atlanta, Ga., 295 miles; branch, Gordon to Milledgeville, 17 miles; leased—Augusta & Savannah, 53 miles; Eatonton Branch Railroad, 22 miles; Southwestern Railroad and branches, 343 miles; total operated, 730 miles; also takes net results of 170 miles more operated by separate companies. In 1886 leased the Mobile & Girard RR., 84 miles, from June 1. In 1881 the lease of the Georgia RR. for 99 years was taken in the interest of this company and the Louisville & Nashville, which operate it on joint account. The certificates of debt were issued, June, 1881, as a dividend to stockholders—$40 per share to Central Georgia and $32 per share to Southwestern. The company owns a large interest in connecting lines and the Ocean Steamship Co. of Savannah. This company and the Georgia Railroad Company are joint owners of the Western Railroad of Alabama, purchased at foreclosure sale in April, 1875. The "tri-partite" bonds were issued jointly by this company, the Macon & Western and the Southwestern.

The annual report for the year ending August 31, 1886, was in the CHRONICLE, V. 43, p. 633. The income account was as follows:

	1882-83.	1883-84.	1884-85.	1885 86.
Gross income	$4,977,807	$4,659,082	$3,911,407	$3,916,991
Expenses	2,950,115	2,851.455	2,211,615	1,922,057
Net income	$2,027,692	$1,80 ,627	$1,699,792	$1,994,934
Int., rentals and div.	*1,982,517	1,848,491	1,776,369	1,913,842
Surplus	$45,175	Def.$40,864	Def.$76,577	Sur. 81,092

* Dividend in 1882-83, 8 per cent; in 1883-84, 6; in 1884-5, 5 p. c.; in 1886, 6 p. c.

—(V. 43, p. 607, 622, 633; V. 44, p. 59, 184, 653.)

Central Iowa.—Owns from Albia, Ia., to Northwood, Ia., 189 miles; Grinnell & Montezuma Branch, 13 miles; Storey City Br., 35 miles; Newberg branch, 27 miles; Belmond branch, 22 miles; total old road, 288 miles. Eastern Division to Mississippi River, 124 miles, and Illinois Division to Peoria, 89 miles. Total, 499 miles. Bridge over Mississippi River at Keithsburg opened Dec., 1885. Chartered as Central RR. of Iowa and opened in 1871. Defaulted and placed in hands of a receiver in 1874. Reorganized under present title June 18, 1879, after foreclosure sale under first mortgage July 18, 1877.

The stock is $8,076,600 common; 1st preferred, $871,500, and 2d preferred, $1,078,300. First preferred has prior right to 7 per cent (non-cumulative); then 2d preferred entitled to 7 per cent; any surplus, after payment of 7 on common stock, to be divided *pro rata* between the three classes.

In Oct., 1884, default was made in payment of interest. In October, 1885, a plan was brought forward, but never carried out, and in May, 1887, another plan was made. See V. 44, p. 653.

Mr. A. B. Stickney is the Pres't, and his report giving the result of his investigation into the company's affairs was in V. 43, p. 634.

In Dec., 1886, Mr. Ethelbert L. Dudley was appointed receiver. A suit is pending by the Central Trust Company, Trustee, to foreclose the consolidated mortgage.

The fiscal year ends Dec. 31. The income account was as follows:

INCOME ACCOUNT.	1883.	1884.	1885.
Gross earnings	$1,392,587	$1,448,259	$1,307.371
Net earnings	$473,046	$409,800	$323.894
Deduct—			
Interest on bonds	$331,000	$421,795	$513,880
Interest on car trusts	35,835	30,600	30,948
Miscellaneous	8,870	14,603	18.359
Total	$375,705	$466,998	$563,687
Balance	Sur. $97,341	Def. $57,198	Def. $239,792

—(V. 42, p. 271, 752; V. 43, p. 216, 458, 634, 671; V. 44, p. 117, 211, 551, 633.)

Central of Massachusetts.—This company was organized Nov. 10, 1883, by the bondholders who purchased the Massachusetts Central at foreclosure sale Sept. 1, 1883. Road completed from Cambridge to Jefferson, Mass., 44 miles. In Sept., 1886, a lease was made to the Boston & Lowell for the term of 99 years on the basis of a rental of 20 per cent of gross earnings up to $1,000,000, and 25 per cent on earnings above that amount, but with a guarantee of sufficient rental to pay interest.—(V. 43, p. 274, 367, 508, 579.)

Central of New Jersey.—Owns from Jersey City, N. J., to Phillipsburg, N. J., 73 miles; branches, 30 miles; leased and operated, in New Jersey, 269 miles, and in Pennsylvania, 201 miles; total operated, 573 miles. The principal leased lines in Pennsylvania are the Lehigh & Susquehanna and the Lehigh & Lackawanna, with their branches, &c. Under the lease of 1883 to Philadelphia & Reading the minimum rental of Lehigh & Susquehanna is $1,414,400 per year and maximum $1,728,700 till 1888; then $1,885,800 till 1893, and after that $2,043,000. In February, 1877, the property was placed in the hands of a receiver. A majority of the Lehigh & Wilkesbarre Coal Company's stock is held by Central of New Jersey, and of the $11,500,000 Lehigh & Wilkesbarre Coal bonds, $6,116,000 are held by Central of New Jersey and receive interest after all other bonds are satisfied. The American Dock & Improvement Company is virtually owned by the railroad company, and the right exists to purchase the bonds by lot at 110. The adjustment bonds are payable at will. The 6 per cent convertible debenture bonds run positively till 1908, and were issued Oct., 1883, partly in exchange for the old income bonds: they bear interest positively, and not "if earned." On Feb. 1, 1885, the first default was made in payment of mortgage coupons.

On June 1, 1883, the road was leased for 99 years to the Phila. & Reading RR. Co. at 6 per cent on stock and interest on bonds, but a decision was rendered in Feb., 1885, holding this lease void and on Oct. 15, 1886, Messrs. J. S. Kennedy and Joseph S. Harris were appointed receivers, and afterwards resumed possession from the lessee and operated the road from Jan. 1, 1887. The circular relating to status of com pany and giving the floating liabilities (total, $2,687,700 was in V. 43, p. 514.)

In the years ending Nov. 30, 1884, 1885 and 1886, the P. & R. Co., lessee, reported gross receipts, net, fixed charges, &c., on this road as follows:

	1883-4.	1884-5.	1885-86.
Gross earnings	$10,441,095	$10,300,466	$10,690,719
Expenses	5,995,114	5,499,200	6,000,013
Net earnings	$4,445,980	$4,6 1,266	$4,690,706
Less Fixed charges	$4,806,420	$4,825.851	$4,847,000
Less Dividends	1,113,792	1,113,792	1,113,792
	$5,920,212	$5,939.643	$5,960,792
Deficit for the year	$1.474,231	$1,338,377	$1,270,086

—(V. 42, p. 22, 186, 214, 303, 365, 393, 462, 479, 574, 727, 782; V. 43, p. 102, 103, 131, 190, 367, 458, 514, 547, 671; V. 44, p. 21, 275, 362, 466, 525, 544, 620.)

Central Ohio.—Owns from Bellaire, Ohio, to Columbus, Ohio 137 miles. Chartered in 1847 and opened in 1854. Reorganized in 1865. Leased to the Baltimore & Ohio, for 20 years, Nov. 11, 1866; rental, 35 per cent of gross earnings. Feb. 23, 1880, the lease was extended to Dec. 1, 1926, with the option of renewing for terms of 20 years perpetually. It is proposed to issue a new mortgage of $2,850,000 at 4½ per cent, running till 1926, and present bondholders may exchange their bonds due 1890 for the new bonds; the B. & O. Company receives $1,000,000 of these bond for improvements on the Cent. Ohio, 1866-86. In 1883-84 gross earnings, $1,169,773; net, $376,638; rental, $409,420. In 1884-85 gross earnings $1,060,166; net, $295,856; rental, $371,058; loss for year, $75,202. The road between Newark & Columbus (33 miles) is owned jointly with the Pittsb. Cin. & St. Louis RR. Co. (V. 43, p. 102.)

Central Pacific.—*(See Map of Southern Pacific.)*—LINE OF ROAD—Main line—San Francisco, Cal., to Ogden, Utah, 883 miles, and auxiliary lines, 371; total, 1,252 miles; oper. under lease or contract; Cal. Pac., 115, North. RR., 154, others, 198; total, 397 miles; total length of road operated and accounted for Jan. 1, 1886, 1,650 miles. The So. Pac. in Cal., Arizona and New Mexico, 1,108 miles, formerly accounted for by the Central Pacific, are leased to the Southern Pacific Co., and accounted for by that Co. In connection with the Union Pacific, the Central Pacific forms a continuous line from San Francisco, Cal., to Council Bluffs, Ia. (1,918 miles), which was opened May 10, 1869. The Cal. & Oregon line is being extended northward to a junction with Oregon & Cal. at the State line

In March, 1885, the Central Pacific lines were leased to the Southern Pacific *Company*, and the previous lease of the Southern Pacific Railroad to Cent. Pacific was relinquished to the same company. The Cent Pacific receives all its net surplus income above annual charges of every sort and betterments, and a minimum rental of $1,200,000 and a maximum of $3,600,000 (payable annually on May 1), is provided for by the lease, but this rental is first applicable to the payment of Central Pacific floating debt, if any; and when the first year's rental fell due in May, 1886, no dividend was declared. One effect of the lease was to fix the control of Central Pacific without regard to ownership of the stock. (See abstract of lease, V. 40, p. 480.)

THE CHARTER, LEASES, &c.—The C. P. was a consolidation (Aug. 22, 1870) of the Central Pacific (organized Oct. 8, 1864), California & Oregon, San Francisco & Oakland, San Francisco & Alameda and San Joaquin Valley railroads. The act of Congress of July 1, 1862, granted U. S. bond subsidies and lands to the Pacific railroads; the act of July, 1864, made the lien of the Government subject to that of the first mortgage bonds, but authorized the Government to withhold one-half the charges for transportation on its account, and also to receive 5 per cent of the net earnings; the "Thurman" act of May 8, 1878, directed that the other one-half of charges for Government transportation should be withheld, and also that the company should pay $1,200,000 yearly to the Government for the sinking fund of its debt or as much thereof as shall make the 5 per cent of net earnings, plus the whole transportation account, equal 25 per cent of the whole net earnings for the year. The leases are numerous and mostly for short dates, and the terms of each in brief were stated in the CHRONICLE, V. 37, p. 47.

An agreement for consolidation with Ore. & Cal. RR. by an exchange of stock has been made. (See O. & C. in this SUPPLEMENT.)

STOCK AND BONDS.—Prior to the current year the following dividends were paid, viz.: In 1877, 8 per cent; 1880, 6 per cent; 1881, 6; 1882, 6; 1883, 6; in 1884, 3; in 1885, nil. Prices of stock since 1879 have been: In 1880, 63@97½; in 1881, 80½@102⅞; in 1882, 82⅜@97⅜; in 1883; 61@88; in 1884, 30@67⅜; in 1885, 26½@49; in 1886, 38@51; in 1887, to May 20, 33@43⅜. Most of the issues of bonds have sinking funds, as seen in the table above, but these sinking funds are invested mainly in the bonds of other Huntington lines and accumulate; the bonds are not called in. The sinking funds amounted Jan. 1, 1886, to $8,276,076. The land grant bonds are retired with proceeds of land sales.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due *Stocks*—Last Dividend.
***Central Pacific*—(*Continued*)—**								
West. Pac., 1st m., gold, (incl. $111,000 reserved)	158	1869	$1,000	$2.735,000	6 g.	J. & J.	New York, Office.	July 1, 1899
West. Pac., Government lien	123	1869	....	1,970,000	6	....	U. S. Treasury.	1899
Cal. & Oregon, 1st M., gold, guar., (s. f. $100,000)	152	1868	1,000	6,000,000	6 g.	J. & J.	New York, Office.	Jan. 1, 1888
Cent. Pac., mortgage, on C. & O. Branch	144	1872	1,000	5,800,000	6 g.	J. & J.	New York & London.	Jan. 1, 1892
San Fran. O. & A., 1st M. (s. f. $100,000)	20	1870	1,000	687,000	8	J. & J.	N. Y., Cent. Pac. Office.	July 1, 1890
Land grant 1st mortgage bonds	....	1870	1,000	4,570,000	6 g.	A. & O.	do do	Oct. 1, 1890
Land grant 2d mortgage bonds	....	....	1,000	5,000,000	....	....	....	.....
Fifty-year bonds	....	1886	1,000	1,373,000	6	A. & O.	N. Y. & San Francisco.	1936
Income bds.($6,000,000), skg.fd.,10 p.c.per ann'm	....	1878	1,000	3.285,000	8 g.	M. & N.	N. Y. and San Fran.	May, '84 to '88
Charleston & Savannah—Gen. mort. for $1,500,000.	....	....	....	1,081,000	7	J. & J.	Charleston & New York.	Jan. 1, 1936
Charlotte Columbia & Augusta—1st mort. consol.	191	1869	500 &c.	2,000,000	7	J. & J.	N. Y., Nat. Park Bank.	Jan. 1, 1895
2d Mortgage	191	1872	1,000	500,000	7	A. & O.	do do	Jan. 1, 1910
Columbia & Augusta 1st mortgage	....	1865	....	189,500	7	J. & J.	do do	Jan. 1, 1890
Consol. mortg., gold (for $3,000,000)	....	1883	1,000	Nil.	6 g.	J. & J.	New York Agency.	July 1, 1933
Chartiers—1st mortgage	23	1871	1,000	500,000	7	A. & O.	Philadelphia, Penn R.R.	Oct. 1, 1901
Chesapeake & Nashville—1st mortgage	....	....	....	(1)	....	....	.....	.....
Chesapeake & Ohio—Purch. money funding bonds...	428	1878	1,000	2,279,000	6 g.	J. & J.	N. Y., Company's office.	July 1, 1898
1st mortgage, gold, series "A"	503	1878	1,000	2,000,000	6 g.	A. & O.	do do	July 1, 1908
do do do "B"	428	1878	100 &c.	12,694,910	6 g.	M. & N.	½ Nov. coup. pd. in scrip	July 1, 1908
do do do ext'd at 4 per ct	428	1878	100 &c.	2,279,304	4 g.	M. & N.	N.Y., Company's Office.	July 1, 1986
do funding scrip	....	....	....	975,000	....	....	.....	.....
2d mortgage, cur. (interest in stock or cash)	428	1878	100 &c.	10,106,189	6	J. & J.	N. Y. Company's Office.	July 1, 1918
1st mortgage, gold, of 1911, Peninsula Extension	75	1881	1,000	2,000,000	6 g.	A. & O.	do do	Jan. 1, 1911
1st mort., gold, of 1922 on exten. (for $3,000,000)	....	1882	1,000	142,000	6 g.	J. & D.	do do	June 1, 1922
Equipment trust bonds	....	Var.	1,000	1,209,000	6	Various	do do	Various.
Ches. Ohio & Southwest.—1st M., gold ($19,000 p. m.)	353	1881	1,000	6,070,000	5-6 g.	F. & A.	N. Y., 52 Exch'ge Place.	Feb. 1, 1911
2d mortgage ($11,000 per mile)	351	1881	1,000	2,768,000	6	F. & A.	do do	Feb. 1, 1911
Paducah & Elizabetht'n, 1st M. ($300,000 are 8s)	186	1877	1,000	500,000	6 & 8	F. & A.	do do	Feb. 1, 1897
Equipment trust bonds for $2,000,000	....	1882	1,000	666,000	6	J. & J.	do do	Yearly to 1892
Cheshire—Stock, preferred	64	....	100	2,100,000	3	J. & J.	Keene, N. H., Office.	Jan. 1, 1887
Bonds, not mortgage	....	'76-'78	500 &c.	800,000	6	J. & J.	Boston, Bost. Nat. Bk.	July 1,'96&'98
Chicago & Alton—Common stock	850	....	100	14,110,800	2	Q.—M.	N. Y., John Paton & Co.	June 1, 1887
Preferred st'ck (7 p. c. y'rly not cumulative)	850	....	100	3,479,500	2	Q.—M.	do do	June 1, 1887

THE LAND GRANT.—The total land granted the Central Pacific and the California & Oregon companies was about 12,000,000 acres. In 1885, $499,950 was received for lands sold. Cash and land contracts on hand Jan. 1, 1886, $2,231,474.

OPERATIONS, FINANCES, &c.—The Central Pacific Railroad had a strict monopoly of business in the territory occupied by it, and for many years was able to control the traffic and make rates in that territory. The Southern Pacific was afterwards built and was extended to New Orleans, taking much of the through business. The C. P. stock after paying dividends for a few years ceased to pay after February, 1884, and declined heavily; in 1885 the road was leased, as above, to the So. Pac.

From Jan. 1 to Oct. 31, 1886, gross earnings on 1,694 miles were $13,307,006, against $12,297,932 in 1885; net, $7,290,099, against $7,029,211 in 1885; surplus over interest, rentals, &c., $1,560,565.

The annual report for 1885 was in CHRONICLE, V. 42, p. 781, showing results as below.

Net income	$6,657,396
Total expenditures	5,175,364
Bal. due Cent. Pa. RR. Co. under the lease, Ap. 1 to Dec. 31	$1,482,032
Add net earnings for Jan., Feb and March, 1885	1,301,832
Add dividends and interest	621,232
Total net receipts	$3,405,096
Deduct—Gen'l expenses, taxes and betterments prior to Ap. 1	729,940
Interest on floating debt prior to April 1	225,856
Interest on bonds prior to April 1	850,674
Sinking funds and U. S. requirements, paid by Cent. Pac.	847,112
Other charges	383,745
Total charges	$3,037,327
Balance, surplus for year 1885	$367,769

—(V. 42, p. 148, 364, 574, 754, **781**; V. 43, p. 73, 217, 244, 745; V. 44, p. 59, 118, 148, 400, 459, 553.)

Charleston & Savannah.—Owns from Savannah, Ga., to Charleston Junction, S. C., 104 miles; operates—Ashley River branches, 4 miles; Charleston Junction to Charleston, 7 miles; total, 115 miles. This was first the Charl. & Sav. RR.; reorganized in 1866 under name of Savannah & Charleston, and opened March, 1870. Sold in foreclosure June 7, 1880, and present company organized. Stock, $500,000. In addition to the gen. mort. bonds, there are $1,000,000 1st pref. incomes and $1,000,000 2d pref. incomes. Earnings, gross in 1885, $153,799; net, $85,216. In 1886, gross, $182,895; net, $ 2,418. H. B. Plant, President, New York.

Charlotte Columbia & Augusta.—Owns from Charlotte, N. C., to Augusta, Ga., 191 miles. Leases Atl. Tenn. & O. RR., Charlotte to Statesville, 44 miles; Cheraw & Chester, 29 miles; and Chester & Lenoir, 109 miles. The Charlotte Col. & Aug. was a consolidation (July 9, 1869) of the Charlotte & South Carolina and the Columbia & Augusta. The road has been under the control and management of the Richmond & Danville since 1878, and in May, 1886, was leased to said company. None of the new consol. bonds had been issued to Jan. 1886. Gross earnings in 1883-84, $627,854; net, $181,764; deficit after all interest and rentals, $74,684. In 1884-85, gross earnings, $826,967; net, $364,010; surplus over all charges, $99,385. Stock, $2,578,000. —(V. 42, p. **21**; V. 43, p. 718.)

Chartiers.—Owns from Mansfield, Pa., to Washington, Pa., 23 m. Sold under foreclosure, and reorganized in 1867. Leased for 99 years from January 1, 1872, to the Pittsburg Cincinnati & St. Louis; the rental is net earnings. Gross earnings in 1886, $217,044; net earnings, $121,978; in 1885, gross earnings, $137,234; net, $45,556. Capital stock, $647,850.

Chesapeake & Nashville.—Road owned from Gallatin to Scottsville, Tenn., 36 miles, and branch, Gallatin to Hartsville, 12 miles. For the construction of the Northern Division, from Scottsville to a point near Danville, Ky., about 100 miles, blocks of $10,000 were offered to stockholders Feb. 10, 1887, by a circular of Eugene Zimmermann, the President.

Chesapeake & Ohio.—(*See Map*).—Owns from Newport News, Va., to Big Sandy River, W. Va., 502 miles; Newport News to Phoebus, 8 m.; total owned, 511 m.; operates only 502 m. Consolidation of Virginia Central and Covington & Ohio, and opened through March 1, 1873. The present company was organized in July, 1878, as successor of the Ches. & O., which was sold under foreclosure April 2, 1878. The Elizabethtown Lexington & Big Sandy Railroad connects on the west with the C. & O., and extends to Lexington, Ky.

In June, 1886, this road was leased to the Newport News & Miss. Valley RR. Co. for 250 years, the lease being an operating agreement without obligation on the lessee to pay interest if earnings are deficient.

The stocks including scrip outstanding were as follows December 31, 1886: Common, $15,497,029; preferred stock—first, $8,370,634; second, $10,829,441. The second mortgage currency bonds till July, 1884, took interest in 2d pref. stock, then for two years take partly in that stock and partly cash, and afterwards all cash, if the earnings are sufficient, but "all interest not paid in cash to be paid in 2d pref. stock." The holders of first mortgage "B" bonds cannot foreclose till six successive coupons are in default. The mortgage bonds of 1882 for $3,000,000 are secured on road from Newport News to old Point Comfort, Va., and terminal works; and on a branch to be built in West Va. from Scary Creek to the Ohio Riv. First pref. stock has prior right to ... from surplus; then 2d pref. to receive 6 per cent. The Ches. & Ohio guarantees $700,000 bonds for a grain elevator, but in case of paying them will take the elevator.

The full interest charge per year in cash is $1,179,269. In May, 1885, the company paid in cash one-half of the coupon falling due, and the same in Nov., 1885 and 1886, but paid only one-third in cash in May, 1886, and again in May, 1887—the balance of each coupon was paid in scrip.

In August, 1886, Mr. Huntington issued a circular proposing that the "B" bonds should have interest reduced to 4 per cent and the principal extended to 1986, the holders receiving a bonus of 25 per cent in Newport News & Miss. Valley Co's stock; the holders of currency bonds to surrender their bonds in exchange for 125 per cent in said stock. (See V. 43, p. 152 and 514.)

Gross earnings for three months from Jan. 1, 1887, $967,588, against $872,564; net, $247,299, against $258,491.

The annual report for 1886 was in the CHRONICLE, V. 44, p. 465.

Earnings and expenses have been as follows since 1884:

Years.	Gross Earnings.	Op'g Expenses.	Net Earn'gs.
1884	$3,538,604	$2,499,744	$1,038,860
1885	3,361,235	2,465,812	895,423
1886	4,096,048	2,977,208	1,118,840

—(V. 42, p. 60, 112, 242, 303, 365, 393, **485**, 548, 575, 694; V. 43, p. 152, 514, 671, 746; V. 44, p. 90, 91, 344, **465**, 551.)

Chesapeake Ohio & Southwestern.—Owns from Elizabethtown Ky., via Paducah, to Memphis, Tenn., 352 miles; leased, Cecilian branch of L. & N., 47 miles. Total operated, 398 miles. This road forms the western connection of the Chesapeake & Ohio and the Lexington & Big Sandy. In Feb., 1886, leased to the Newport News & Mississippi Valley Company for fifty years. The company purchased the Memphis Paducah & Northern—Paducah to Memphis—and the Paducah & Elizabethtown, subject to the $500,000 mortgage on the latter, and leased in perpetuity the Cecilian Branch of Louisville & Nashville, from Louisville to Cecilian Junction, for $30,000 per annum, with option of purchasing it for $1,000,000. The 1st mortgage bears 5 per cent till August, 1887, and 6 thereafter. Of the 2d mort. bonds $726,000 are ex-coupon to Aug. 1887. Stock—Common, $6,030,000, and preferred, $3,696,000.

Gross earnings for three months, Jan. 1 to March 31, were $422,605, in 1887, against $369,899 in 1886; net, $159,951, against $117,875.

The annual reports have shown:

	1884.	1885.	1886.
Gross earnings	$1,571,155	$1,713,326	$1,717,909
Net earnings	$339,951	$502,531	$656,525
Interest, rentals, taxes, &c.	621,180	634,920	674,620
Balance, deficit	$281,229	$132,389	df. $18,095

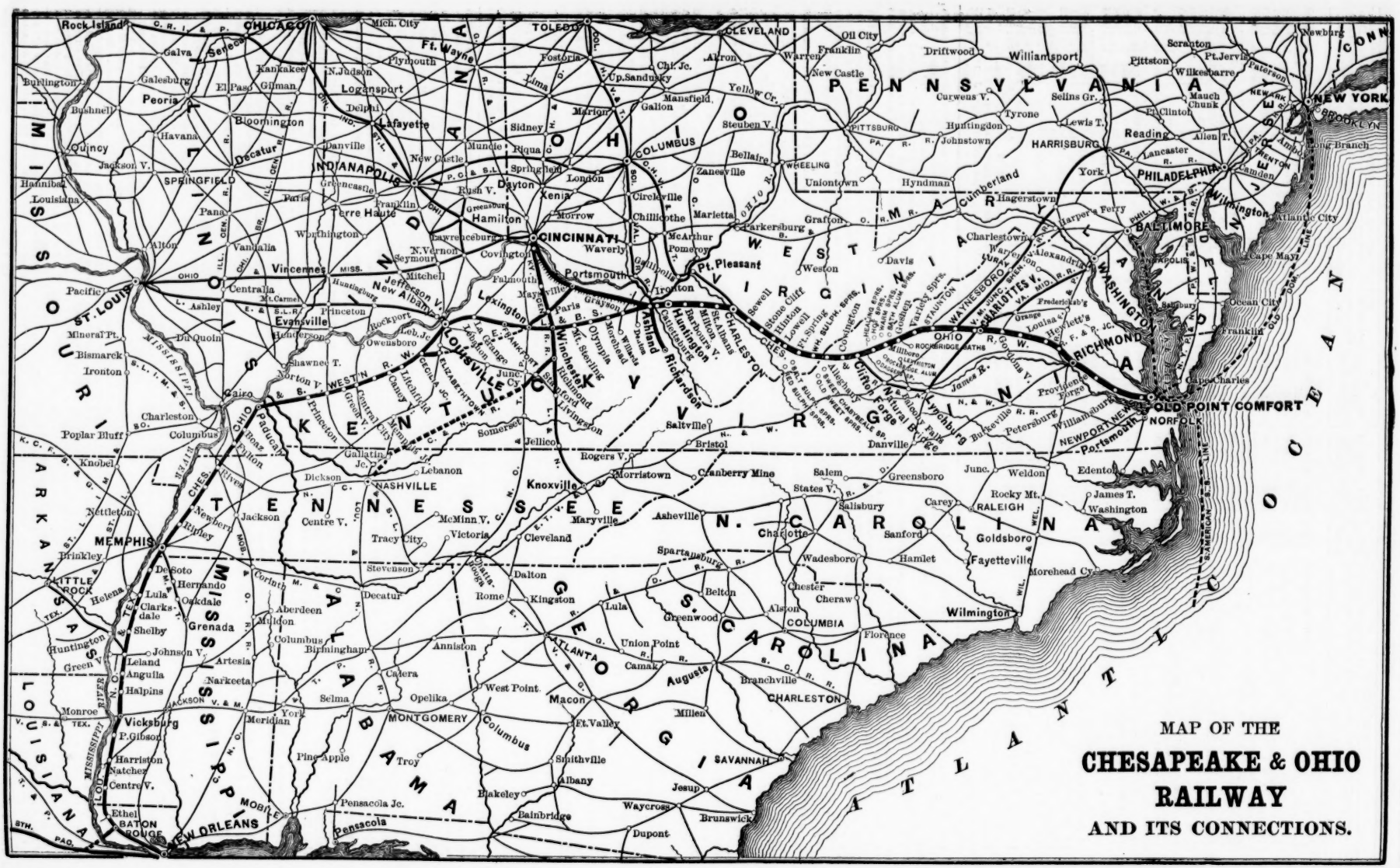
—(V. 42, p. 60, 124, 242, 365, 487, 518, 694; V. 44, p. 90, 204, 344.)

Cheshire.—Owns from South Ashburnham, Mass., to Bellows Falls, Vt., 54 miles; leased, Monadnock Railroad, Winchendon to Peterboro, N. H., 16 miles; and 10 miles Vermont & Mass; total 80 miles; but the Monadnock, 16 miles, is not included in the Cheshire earnings, leaving 64 miles operated. $51,000 rental paid to Vt. & Mass. for leased portion of road. Capital stock—common, $53,300, and preferred, $2,100,000. Gross receipts in 1884-85, $561,203; net, $213,856. In 1885-86, gross $628,02 2; net, $234,43?; surplus over interest, rentals and 5 per cent dividend on pref. stock $29,711, against $45,410 in 1884-85 over a 3 per cent dividend.

Chicago & Alton.—LINE OF ROAD—Joliet to East St. Louis (main), 244 miles; Branches—To Coal City, 30 miles; Dwight to Washington & Lac'n, 80 miles; Roodhouse to Louisiana, 38 miles; Upper Alton line, 8 miles. Total owned, 400 miles. Leased—Chicago to Joliet, 37 miles; Bloomington to Godfrey, 150 miles; Louisiana to Cedar City, 101 miles; Kansas City to Mexico, 162 miles. Total leased, 450 miles. Total operated, Dec. 31, 1886, 849 miles.

ORGANIZATION, LEASES, STOCKS AND BONDS.—Chartered as the Chic. & Miss., Feb. 27, 1847; reorganized under act of Jan. 21, 1857, as Chic. Alton St. & Louis, and under act of Feb. 16, 1861, the present corporation succeeded to the property, which was sold under foreclosure in the following year and transferred to new organization in October, 1862. Chicago and St. Louis were connected by the present line in 1864. The annual meeting is held the first Monday in April.

The Joliet & Chicago is leased from January 1, 1864, for the term of its charter, and forms part of the main line. Rental, 7 per cent on stock. The St. Louis Jacksonville & Chicago was leased in perpetuity from April 30, 1868, at a rental equal to 40 per cent of gross earnings until the amount reached $700,000, with a minimum of $240,000 a year, and the company in 1884 was merged with Chicago & Alton and its stock exchanged for C. & A. stock. (See V. 38, p. 455.) The Louisiana & Mo. River RR. is leased for 1,000 years. Rental, 35 per cent of gross earnings, but interest guaranteed on second mortgage bonds and $329,100 pref. stock; the other pref. stock is $1,010,000 and common $2,272,700; net rental in 1886, $186,279; surplus above charges, $35,261, applied to floating debt; floating debt unpaid January 1, 1887, $128,357. The Kansas City St. Louis & Chicago is leased to the Chicago & Alton company in perpetuity from November 1, 1877, at a rental of 35 per cent of gross earnings. The bonds are held by U. S. Trust Company as security for the Chicago & Alton bonds of 1878 issued to build this road, and a sinking fund of $60,000 per annum provided for their redemption. Should the 35 per cent be more than sufficient to pay bond interest and 7 per cent on


MAP OF THE
CHESAPEAKE & OHIO
RAILWAY
AND ITS CONNECTIONS.
CHICAGO
TOLEDO
CLEVELAND
CINCINNATI
COLUMBUS
INDIANAPOLIS
SPRINGFIELD
LOUISVILLE
NASHVILLE
MEMPHIS
ST. LOUIS
KNOXVILLE
ATLANTA
MONTGOMERY
NEW ORLEANS
VICKSBURG
CHARLESTON
SAVANNAH
WHEELING
PITTSBURG
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
RICHMOND
NORFOLK
OLD POINT COMFORT
NEW YORK
BROOKLYN
RALEIGH
GOLDSBORO
WILMINGTON
COLUMBIA
ATLANTA
MACON
MOBILE
PENSACOLA
BATON ROUGE
ATLANTIC OCEAN
PENNSYLVANIA
OHIO
WEST VIRGINIA
VIRGINIA
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
S. CAROLINA
N. CAROLINA
LOUISIANA
ARKANSAS
MISSOURI
INDIANA
ILLINOIS

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chic. & Alton—(Cont.)—Gen. M., st'g., for £900,000	322	1873	$1,000	$4,379,850	6 g.	J. & J.	Lond'n, J.S.Morgan&Co.	July 1, 1903
1st mortgage	220	1862	1,000	2,383,000	7	J. & J.	N. Y., John Paton & Co.	Jan., 1893
Joliet & Chicago, 7 per cent. stock	38	....	100	1,500,000	1¾	Q.—J.	N. Y. U. S. Trust Co.	April, 1887
St. Louis Jacksonville & Chic., 1st mortgage	150	1864	1,000	2,365,000	7	A. & O.	N. Y., John Paton & Co.	April, 1894
do do 1st M. end. by Chic.& Alton	37	1864	1,000	564,000	7	A. & O.	do do	April 1, 1894
do do 2d M. endorsed by C. & A..	37	1868	1,000	188,000	7	J. & J.	do do	July, 1898
do do 2d mortgage (convertible)	150	1868	1,000	44,000	7	J. & J.	do do	July, 1898
La. & Mo., 1st M. ($439,100 assumed by C. & A.)	101	1870	1,000	1,785,000	7	F. & A.	do do	Aug., 1900
do 2d M. (int. guar. C. & A.)	101	1877	1,000	300,000	7	M. & N.	do do	Nov. 1, 1900
do guar. pref. stock	....	....	100	329,100	3½	F. & A.	do do	Feb. 1, 1887
Bonds for K.C.St.L.& C. (1st mort. as collateral).	162	1878	1,000	2,492,000	6 g.	M. & N.	do do	May 1, 1903
Preferred stock, K. C. St. L. & C., guar. C. & A....	....	....	100	1,750,000	1½	Q.—F.	do do	May 1, 1887
Common stock do	....	....	....	271,700	3½	....	Chic., Ill. Tr. & Sav. Bk.	May 1, 1886
Mississippi Riv. Bridge st'k (7 p. c. guar. by C.&A.)	....	....	....	300,000	7	....	Chic., Treasurer's Office	In 1886
C. & A. bonds on Miss. Riv. Bridge, 1st mort., gold	....	1877	1,000	665,000	6	A. & O.	N. Y., John Paton & Co.	Oct. 1, 1912
Chicago & Atlantic—1st mort., gold, $ or £	249	1881	1,000	6,500,000	6 g.	M. & N.	Last paid May 1, 1884	Nov. 1, 1920
2d mortgage (for $5,000,000)	249	1883	1,000	2,500,000	6 g.	F. & A.	None paid.	Aug. 1, 1923
Chicago Burlington & Northern.—Stock	360	....	100	9,000,000	....	....	....	.....
1st mort., redeemable at 105 and accum. int.	360	1886	500 &c.	9,000,000	5	A. & O.	Bost., Merch. Nat. Bank	April 1, 1926
Ten-year debentures ($2,250,000)	....	1886	1,000	2,000,000	6	J. & D.	do do	Dec. 1, 1896
Chicago Burlington & Quincy—Stock	3,322	....	100	76,386,525	2	Q.—M.	Boston and New York.	Mar. 15, 1887
Consolidated mortgage coupon, (for $30,000,000)	825	1873	1,000	13,986,000	7	J. & J.	N. Y., Bk. of Commerce.	July 1, 1903
Trust mort.on Iowa lines, coup.or reg.(s.f. 1½ p.c.)	787	1879	1,000	12,302,000	4 & 5	A. & O.	do do	Oct. 1, 1919
Bonds Denver exten. 4s, (sink. fund 2 per cent)	....	1881	1,000	7,968,000	4	F. & A.	do do	Feb. 1, 1922
Bonds for Bur. & S. W. road (s. f. 1 p. c.)	....	1881	1,000	4,300,000	4	M. & S.	do do	Sept. 1, 1921
Debenture bonds for Han. & St. Jo. stock	....	1883	1,000	9,000,157	5	M. & N.	.....	May 1, 1913
Northern Cross R. R. 2d. mortgage, gold	100	1860	....	391,000	4 g.	J. & J.	Frankfort.	July 1, 1890
Trust mortgage (Burlington to Peoria)	96	1864	....	653,000	7	A. & O.	N.Y., N. Bk. of Com'rce.	Oct. 1, 1890
Plain bonds (coupon or registered)	....	1872	1,000	547,500	7	J. & J.	Boston, Co.'s office.	Jan. 1, 1896
Sink fund bonds (for Albia Knoxv. & D. M. road).	33	1875	1,000	378,000	5	J. & D.	do do	June 1, 1895
Nebraska extension sink'g f'd b'ds, coup. and reg.	....	1887	1,000&c	12,000,000	4	M. & N.	do do	May 1, 1927
Dixon Peoria & Hannibal, 1st. } Coup., but may }	40	1869	500 &c.	545,500	8	J. & J.	N.Y., N. Bk. of Com'rce.	July 1, 1889
Ottawa Oswego& Fox Riv., 1st } be registered. }	70	1870	1,000	1,076,000	8	J. & J.	New York and Boston.	July 1, 1900

the stock, the excess is to go to the lessees. The Mississippi River Bridge is leased in perpetuity from December 3, 1877, at a rental equal to 7 per cent on $300,000 stock and 6 per cent on $700,000 bonds.

The Chic. & Alton preferred stock has prior right to a non-cumulative dividend not exceeding 7 per ct. from net earnings, and (after payment of 7 on common) also shares with common in any surplus. Prices of stock have been as follows: Preferred in 1881, 140@153; in 1882, 130@146; in 1883, 140@150; in 1884, 142@152; in 1885, 147@155; in 1886, 150@162; in 1887 to May 20, 155@162. Common in 1881, 127@156; in 1882, 127½@145½; in 1883, 128@137¼; in 1884, 118@140¼; in 1885, 128@140; in '86, 138@146; in '87 to May 20, 143@155.

Dividends were as follows: prior to the current year: In 1877, both stocks, 7½; in 1878, both 7; in 1879, preferred 7, common 6; in 1880, pref. 7, com. 6½; in 1881 both 8; in 1882 both 8; in 1883 both 8; in 1884, both 10; in 1885 and in 1886, both 8, the periods being changed from semi-annual to quarterly in May, 1884.

OPERATIONS AND FINANCES.—The Chicago & Alton road has been particularly strong in having a large local business between Chicago and St. Louis, so that it was less dependent on through business, which is done at competitive rates. Its leased lines are as completely controlled as if owned, and the system is compact.

Operations, earnings, &c., have been as follows for four years past. Fiscal year ends Dec. 31. Annual report for 1886 was in V. 44, p. 307.

OPERATIONS AND FISCAL RESULTS.

Operations—	1883.	1884.	1885.	1886.
Passengers carried	1,805,140	1,907,486	1,721,286	1,735,519
Passenger mileage	106,024,678	119,946,417	109,078,875	114,250,157
Rate ₰ pass. ₰ mile	2·141 cts.	1·899 cts.	2·025 cts	2·022 cts.
Freight (tons) moved	3,488,496	3,598,284	3,631,108	3,651,100
Fr'ght (tns) mileage*	549,369,534	602,768,054	538,522,498	560,824,279
Av. rate ₰ ton ₰ mile.	1·128 cts.	1·007 cts.	1·009 cts.	0·961 cts.
Earnings—	$	$	$	$
Passenger	2,270,379	2,278,429	2,209,502	2,311,041
Freight	6,197,681	6,073,675	5,432,633	5,392,059
Mail, express, &c.	342,550	357,170	351,034	377,539
Total gross earnings	8,810,610	8,709,274	7,993,169	8,080,639
Op. exp. (incl. taxes)	5,097,032	5,133,790	4,612,847	4,650,955
Net earnings	3,713,578	3,575,484	3,380,322	3,409,684
P.c.of op.exp. to earn	57·85	58·94	57·70	57·70

* Does not include company's freight.

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	3,713,578	3,575,484	3,380,322	3,409,684
Other receipts	284,773	278,818	272,845	282,654
Total	3,998,351	3,854,302	3,653,167	3,692,338
Disbursements—	$	$	$	$
Rentals paid	1,208,277	823,565	704,473	701,777
Construc'n, equip., &c	740,759	292,221	380,702	254,134
Interest on debt	700,544	770,683	839,307	836,381
Dividends	1,194,184	1,646,840	1,409,750	1,407,224
Miscellaneous	86,963	88,263	93,854	102,116
Total disburs'm'ts	3,930,727	3,621,572	3,428,086	3,301,632
Balance, surplus	67,624	232,730	225,081	390,706

—(V. 42, p. **270**; V. 44, p. 275, **307**, 327.)

Chicago & Atlantic.—Opened May 14, 1883, from Marion, O., on line of N. Y. Pa. & O., to Hammond, Ind., 249 miles, and thence over the Chicago & West. Ind. to Chicago, 19 miles. Built as a connecting line for N. Y. P. & O. and N. Y. L. E. & W., and both these companies guaranteed the *gross* earnings on business over their roads to and from the Chic. & Atlantic, as security for interest on the bonds. Stock, $10,000,000, of which $9,000,000 was deposited with H. J. Jewett (then President of N. Y. L. E. & W.), in trust to hold and vote on it. On Nov. 1, 1884, the interest due on 1st mort. bonds was defaulted. The 2d mortgage bonds were largely pledged for N. Y. Lake E. & W. loans, partly to Grant & Ward. In Feb., 1886, suit was brought by the Farmers' L. & T. Co. to foreclose the first mortgage. In May, 1886, Mr. Jas. H. Benedict was elected President. An outline of proposed foreclosure and arrangement with Erie was in CHRONICLE of March 19, 1887, V. 44, p. 369, by which arrangement the new issue of bonds will be $12,000,000 at 4 per cent gold, guaranteed by N. Y. L. E. & W., and $10,000,000 only of stock to be held by that company; there will also be $10,000,000 of 5 per cent non-cumulative income bonds. (V. 42, p. 304, 338, 463, 604; V. 43, p. 131, 217, 308, 333; V. 44, p. 21, 173, 343, 369.)

Chicago Burlington & Northern.—Owns from Oregon, Ill., to St. Paul, Minn., 348 miles, and track from Fulton to Savanna, Ill; total 360 miles. The road was completed Aug., 1886, under Chicago B. & Q. auspices, as per circular of August 1, 1885 (in CHRONICLE, V. 41, p. 160). The Chic. B. & Q. and Chic. & Iowa give a traffic guarantee for twenty years of one-half of their net earnings derived from business to and from the C. B. & N., to be not less than $100,000 per year, for the purchase of C. B. & N. bonds at 105; and after 1896 the bonds may all be retired at 105. Any 2d mort. issued must be limited to $10,000 per mile, and shall provide that, out of the bonds issued thereunder, an amount equal to the principal of the debentures then outstanding shall be reserved and applied only to their payment. The gross earnings from Jan. 1 to March 31 were $621,503; net earnings, $185,843. (V. 43, p. 125, 217, 308, 334, 516, 619.)

Chicago Burlington & Quincy.—LINE OF ROAD.—The C. B. & Q. is one of the most complex railroad systems in the U. S. It has a network of lines in Ill., Iowa and Neb. The main line extends from Chic., Ill., to Burlington, Iowa, 204 miles, and thence to Pacific Junction, 276 miles, and from Pacific Junction to Denver, Col., 577 miles, making the distance from Chicago to Denver 1,057 miles. From Pacific Junction to Council Bluffs is 18 miles (track used jointly with K. C. St. Jo. & C. B.), making the C. B. & Q. line, Chicago to Council Bluffs, 498 miles. The Extens. to Denver was opened May, 1882. Besides numerous local roads the company also has its line in Illinois to East St. Louis, and to Quincy, connecting with the Hannibal & St. Joseph road (purchased by C. B. & Q. in 1883) across Missouri to St. Joseph. The mileage reported at the close of 1886 was 4,036, of which 122 miles were leased or operated with other companies. In addition to this the company controls and largely owns the St. Louis Keokuk & N. W. road, 181½ miles; the Kansas City St. Joseph & Council Bluffs, 313 miles; the Chicago Burlington & Kansas City, 153 miles; the St. Joseph & Des Moines, 50 miles; and a half-interest with Wabash in the Humeston & Shenandoah road, 113 miles. The road to St. Paul is the Chic. Bur. & Northern.

ORGANIZATION, &c.—The C. B. & Q. was a consolidation in 1856 of the Chic. & Aurora and the Cent. Military Track railroads, and purchased in 1860 the Northern Cross RR. and in 1862 the Peoria & Oquawka road. The present company was a consolidation in January, 1875, of the Chicago Burlington & Quincy in Illinois and the Burlington & Missouri River in Iowa. In 1880 the Burlington & Missouri in Nebraska was absorbed. The leased lines are practically owned and there is no charge for rentals in the income account, except as interest on bonds. The ownership in the other roads above-mentioned is in the stocks and bonds thereof, and their accounts are kept separate. In April, 1883, the C. B. & Q. purchased the common stock of the Hannibal & St. Joseph RR., and part of the pref. stock and paid with its $9,000,000 of 5 per cent bonds at par. In August, 1885, the agreement was made with the Chic. Bur. & No. for the line to St. Paul, and the C. B. & Q. owns $3,000,000 of the stock of that Co.; see circular in V. 41, p. 160. The fiscal year ends Dec. 31. Annual election in April.

STOCKS AND BONDS.—The stock has been rapidly increased for the acquisition of new lines, and in 1880 a distribution of 20 per cent in stock was made. Dividends have been: In 1877, 9 per cent; in 1878, 10½; in 1879, 8; in 1880, 9¼ cash and 20 stock; in 1881, in 1882, in 1883, in 1884, in 1885 and in 1886 paid. The prices of stock have been: In 1881, 133½@182½; in 1882, 120½@141; in 1883, 115¾@129⅜; in 1884, 107@127¾; in 1885, 115½@138½; in 1886, 128¾@141; in 1887 to May 20, 136⅞@156.

The C. B. & Q. on many of its branch lines gave a traffic guarantee of 40 to 50 per cent, which was used in purchasing their bonds. The Kansas City St. Joseph & Council Bluffs and branches was purchased (254 miles), and the Chic. Burl. & Q. stock issued therefor at $125 per share, taking the St. Jo. stock at $72 50 per share. Enough of the C. B. & Q. consolidated mortgage is reserved to take up prior debts. The bonds of 1876 are secured by mortgage bonds of like amount on St. Louis Rock Island & Chicago road deposited with trustees. The collateral trust extension bonds of 1887 are issued at $20,000 per mile for single track and $10,000 per mile additional for second track.

LAND GRANT.—The lands were obtained by the consolidations with Burlington & Missouri in Iowa and Burlington & Missouri in Nebraska. In Iowa only 12,000 acres remain unsold, and the contracts outstanding Dec. 31, '86, were for $427,680, principal and interest. In Nebraska the net sales for the year 1886 were 10,947 acres, for $69,269. Contracts on hand, $1,829,849; unsold lands, 81,000 acres, estimated at $4 per acre, $324,000.

OPERATIONS AND FINANCES.—The Chicago Burlington & Quincy Railroad has been one of the most profitable in the country, as its numerous branches tributary to the main line were built into choice agricultural territory, where they enjoyed a monopoly of the local business at full rates. The company gives no full traffic statistics in its report, and the mileage of freight and passengers is not known; but corn is the most important article carried.

Gross earnings for three months from Jan. 1, 1887, were $6,785,302, against $5,440,410; net, $3,376,197, against $2,306,219.

The annual report for 1886 was published in the CHRONICLE, V. 44, (p. 432). Comparative statistics for four years are as follows:

	1883.	1884.	1885.	1886.
Miles ow'd and leas'd	3,224	3,369	3,534	3,914
Miles oper'd jointly	98	98	113	122
Total operated	3,322	3,467	3,647	4,036

FISCAL RESULTS.

Earnings—	1883.	1884.	1885.	1886.
	$	$	$	$
Passenger	5,285,839	5,339,866	5,286,407	5,633,261
Freight	19,514,161	18,514,432	19,565,854	19,367,935
Mail, express, &c.	1,310,369	1,629,315	1,704,164	1,727,212
Total gross earnings	26,110,369	25,483,613	26,556,425	26,728,408
Oper. exp. & taxes	13,496,479	14,090,745	14,405,768	14,491,683
Net earnings	12,613,890	11,392,868	12,150,657	12,236,725
P.C. of op.ex. to earn	51·7	55·3	54·25	54·22

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago Burlington & Quincy—(Continued)								
Illinois Grand Trunk, 1st mort } Coup., but may }	44	1870	$500&c.	$890,500	8	A. & O.	Boston, C. B. & Q Office	Oct. 1, 1890
Quincy & Warsaw. 1st mort . . } be regis tered. }	40	1870	1,000	720,000	8	J. & J.	N.Y., N.Bk.of Comm'rce	July 1, 1890
S. fund bonds (St. L. R. I. & Chic. mort. collat)	270	1876	1,000	2,325,000	5	A. & O.	Boston, Co.'s Office.	Oct. 1, 1901
Quincy Alton & St. Louis, 1st mortgage, guar	46	1876	1,000	840,000	5	F. & A.	N.Y.,Farmers' L.& T.Co.	Feb. 1, 1896
Burl.& Mo. Riv., 1st on r'd &400,000 acres land)	281	1863	50 &c.	4,170,550	7	A & O.	Boston, Co.'s Office.	Oct. 1, 1893
do 1st M. conv. bonds, (5th & 6th series)	40	'69-'70	500 &c.	224,500	8	J. & J.	do do	1889 & 1894
Burl. & Mo. consol.M.for $14,000,000, s.f. $30,000	191	1878	600 &c.	12,858,000	6	J. & J.	do do	July 1, 1918
do Omaha & S.W., 1st M., guar	49	1871	1,000	669,000	8	J. & D.	do do	June 1, 1896
Burl. & Mo. bonds, s. f. for Atch. & Neb. RR. stock	....	1880	1,000	3,347,000	4	J. & J.	Boston, N. E. Trust Co.	Jan. 1, 1910
Nebraska consol. mort., guar	133	1877	1,000	385,000	7	A. & O.	Boston, Co.'s Office.	Oct. 1, 1896
Republican Valley RR., sink. fund bonds	148	1879	1,000	1,078,000	6	J & J.	do do	Jan. 1, 1919
Atchison & Nebraska. 1st mortgage.	149	1878	100&c.	1,125,000	7	M. & S.	do do	Mar. 1, 1908
Lincoln & Northwestern RR. bonds	72	1880	....	600,000	7	J. & J.	Boston and New York.	Jan. 1, 1910
Kansas City St. Jo. & C. Bl., mortgage	274	1877	100&c.	5,000,000	7	J. & J.	do do	Jan. 1, 1907
Chicago & Canada Southern—1st mort., gold	67	1872	1,000	2,541,000	7 g.	A. & O.	.....	April 1, 1902
Chic. Detroit & Canada Gr. Trunk Junction—1st M.	59	1864	100	1,095,000	6	J. & J.	London, England.	July 1, 1884
Chic. & East. Ill.—Stock	246	....	100	3,000,000	3	M. & S.	N. Y., Central Trust Co.	March 1, 1887
1st M., coup. (s. f. $20.000 after '85)	116	1877	100 &c.	3.000,000	6	J. & D.	New York, 4th Nat. Bk.	Dec. 1, 1907
2d mort. income (non-cumu.) conv. into consol	116	1877	100 &c.	74,000	7	Dec.	N. Y., Central Trust Co.	Dec. 1, 1907
Consol. mort., gold (for $6,000,000)	208	1884	1,000	2,748,000	6 g.	A. & O.	do do	Oct. 1, 1934
C. & E. Ill. Extension, 1st mortgage	15	1881	1,000	131,000	6	J. & D.	New York, 4th Nat. Bk.	Dec. 1, 1931
Dan. & Grape Creek RR.—1st mortgage	7	1880	1,000	121,000	6	M. & N.	Boston, Globe Nat. Bk.	May 1, 1920
Chicago & Gr. Trunk—1st M., $ & £ ($594,500 res'd)	330	1880	£100 &c	5,405,500	6 g.	J. & J.	New York and London.	Jan. 1, 1900
2d mort	330	1882	1,000	6,000,000	5	J. & J.	do do	Jan., 1922
Northwest. Grand Trunk, 1st mort	66	1880	500 &c.	594,500	6	J. & J.	N.Y., E.P.Beach,B'way.	Jan. 1, 1910
Chicago & Great Western—1st mort., gold	10	1886	1,000	4,000,000	5 g.	J. & D.	New York Office.	June 1, 1936
Chicago & Indiana Coal—1st mortgage	145	1886	1,000	3,689,000	5	J. & J.	N. Y.. Met. Trust Co.	Jan. 1, 1936
Chicago & Iowa—1st mort., coup., may be reg	80	1870	1,000	600,000	8	J. & J.	New York and Boston.	Jan. 1, 1900
2d mortgage	80	1871	1,000	1,150,060	8	J. & J.	do do	Aug. 1, 1901
1st mortgage C. R. & N	....	1875	....	250,000	8	A. & O.	.....	July 1, 1895
2d mortgage C. R. & N	....	1875	....	150,000	8	A. & O.	.....	Oct. 1, 1895

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	12,613,890	11,392,868	12,150,657	12,236,725
Interest and exch ..	324,180	566,769	592,432	615,342
Net B. & M. l'd gr't..	1,595,788	1,129,591	985,796	846,771
Total income	14,533,858	13,089,228	13,728,885	13,698,838
Disbursements—	$	$	$	$
Rentals paid	144,506	139,604	187,171	153,215
Interest on debt	4,093,005	4,304,284	4,294,263	4,391,004
Dividends	5,566,484	5,566,580	6,110,572	6,110,722
Rate of dividends	8	8	8	8
Carried to sink'g f'd.	646,430	938,064	646,430	670,295
Transf'd to ren'al f'd.	1,500,000	500,000	1,000,000	1,000,000
Total disbursements	11,950,425	11,448,532	12,238,436	12,325,236
Balance,surplus	2,583,433	1,640,696	1,490,449	1,373,602

—(V. 42, p. 60, 387, 447, 506, **516**, 631; V. 43, p. 66, 162, 256, 274; V. **44**, p. 59, 90, 211, 343, 415, **432**, 466, 518, 525.)

Chicago & Canada Southern.—Owns from Grosse Isle, Mich., to Fayette, O., 67 miles. On Nov. 1, 1879, it was transferred to the Lake Shore & Michigan So. It has a capital stock amounting to $2,667,400 and a bonded debt of $2,541,000, and owes $2,223,051 overdue coupons. Original cost, $5,176,557. It is a part of a projected line between Chicago and Detroit River, but failed in 1873. Gross earnings in 1885, $40,974, def. under operating expenses, $19,601. On October 23, 1886, a suit in foreclosure was begun. (V. 43, p. 515.)

Chicago Detroit & Canada Grand Junction.—Owns from Port Huron, Mich., to Detroit Junction, 59 miles. Opened in 1859. Leased to Grand Trunk of Canada. Earnings in 1886, $237,045; net, $32,128; paid interest, $65,700, and dividends, semi-annually, each 2 per cent, $43,800; deficit, $77,371, advanced by lessees. Capital stock, $1,095,000. There is also a 5 per cent bond for $691,141 issued to G. T. RR. Co. The road is owned by the lessees.

Chicago & Eastern Illinois.—Owns from Dolton, Ill., to Danville, Ill., 107½ miles; Covington, Ind., to Coal Creek, Ind., 9 miles; Danville to Sidell's, 22 miles; leased, Dolton to Chicago (C. & W. I.), 16 miles; Wellington Junction to Cisna Park, 13 miles; Evansville Terre Haute & C. RR., Terre Haute to Danville, Ill., 55 miles; Otter Creek to Brazil, Ind., 13 miles; Danville, Ill., to Covington, Ind., 13 miles; total operated, 246 miles. The leases of 17 miles, Dolton to Chicago, and 13 miles, Danville to Covington, are contracts for use of track over other roads. The Evansville T. H. & Chicago was leased May 1, 1880.

The Chicago & East Illinois was chartered as Chicago Danville & Vincennes in 1865, and opened in 1872 and 1873. Sold under foreclosure Feb. 7, 1877, and reorganized under existing style Sept. 1, 1877. A consol. mortgage for $6,000,000 was authorized, of which $3,425,000 is held to retire prior issues. Under the terms of leases the C. & E. Ill. guarantees interest on $1,515,000 bonds of leased roads.

In April, 1887, a sale was made of nearly the whole stock of this company at 110 to parties interested in the Chicago & Indiana Coal Railway. See V. 44, p. 452.

The annual report for the fiscal year ending June 30, 1886, was in the CHRONICLE, V. 43, p. 430.

INCOME ACCOUNT.

	1882-83.	1883-84.	1884-85.	1885-86
Receipts—	$	$	$	$
Gross earnings	1,759,132	1,560,320	1,600,143	1,724,564
Net income	770,190	662,959	644,598	811,831
Disbursements—				
Rentals paid	199,668	188,750	212,427	211,512
Interest on debt	263,774	263,731	301,410	336,690
Dividends (2½ per cent)	.....	.....	.....	75,000
Miscellaneous	13,862	21,287	27,780	4,595
Total disbursements	477,304	473,818	541,617	627,797
Balance, surplus	292,886	189,141	102,981	184,034

—(V. 42, p. 124, 215, 271; V. 43, p. 102, 394, 430; V. 44, p. 433, 458, 553.)

Chicago & Grand Trunk.—Line of road from Port Huron, Mich., to Chicago, 330½ miles; also uses 4½ miles of Chicago & West. Indiana, and 4 miles Grand Trunk Junction RR.; total operated, 339 miles. This is a consolidation of roads between Port Huron and Chicago formed in April, 1880, under the control of the Gr. Trunk of Canada. It includes the former Port Huron & Lake Michigan and the Peninsula roads, sold in foreclosure. Stock, $6,600,000 in $100 shares. The Grand Trunk of Canada gives a traffic guarantee of 30 per cent of gross earnings on business to and from the Chicago & Grand Trunk Road. Gross earnings from Jan. 1 to March 31 were $162,601 in 1887, against $141,180 in 1886; net, $38,136, against $21,504. Gross earnings for 1885, $2,641,220; net, $385,553. In 1886, gross earnings, $3,041,000; net, $685,000. (V. 44, p. 400.)

Chicago & Great Western.—Owns a double-track road entering Chicago from the west, and terminating at Polk st., east of the Chicago River, with large terminal property. The interest on 1st mort. bonds is guaranteed by the Wisconsin Central and its allied lines, which enter Chicago over this road.

Chicago & Indiana Coal.—Line of road, Brazil to La Crosse, Ind., 145 miles. In April, 1887, leased 18 miles of the Chic. & West Mich. road, La Crosse to New Buffalo. This company acquired at foreclosure the former Chic. & Great Southern. The 1st mort. bonds authorized are $1,000,000 for the line between Yeddo and Brazil, 42 miles $18,000 per mile for a single track road acquired; and $8,000 additional, for double track, and $7,000 per mile for equipment. The stock authorized is $6,000,000 common and $4,000,000 preferred of which $2,197,800 com. and $1,465,200 pref. has been issued. H. H. Porter President. —(V. 42, p. 242, 430, 487, 775; V. 43, p. 66, 516, 658; V. 44, p. 458, 494, 495.)

Chicago & Iowa.—Owns from Aurora, Ill., to Foreston, Ill., 80 miles; leased, Flagg Centre to Rockford, 24 miles; total operated, 104 miles. Chartered in 1869 and opened in 1872. In hands of a Receiver Gross earnings for year ending Dec. 31, 1885, were $491,046; net, $198,562. Gross earnings in 1884, $552,080; net, $188,759. Capital stock, $1,428,000. This road is controlled by the Chicago Burlington & Quincy and is used to connect with the Illinois Central.

Chicago Milwaukee & St. Paul.—(*See Map.*)—LINE OF ROAD.—The company operates a great consolidated system of railroads in Illinois, Wisconsin, Minnesota, Iowa and Dakota, which are well shown on the accompanying map. The main through lines are from Chicago to Milwaukee, 85 miles; Milwaukee to St. Paul and Minneapolis, via La Crosse, 341 miles; Milwaukee to Prairie du Chien, 194 miles; McGregor (opposite Prairie du Chien) to Chamberlain, Dak., on the Missouri River, 442 miles; Chicago, via Savanna, on the Mississippi River, to Council Buffs, Ia., 487 miles; Minneapolis to Aberdeen, Dak., 288 miles. On Dec 31, 1886, the mileage in Illinois was 313; in Wisconsin, 1,231; in Iowa, 1,511; in Minnesota, 1,117; in Missouri, 12; in Dakota, 1,114. Total miles operated, 5,298; including Fargo & South. road, 117 miles, Fargo, Dak., to Ortonville, Minn., acquired in July, 1885.

ORGANIZATION, &c.—The Milw. & St. Paul RR. Co. was organized May 5, 1863, and embraced a number of other companies, including the Milwaukee & Miss., the Prairie du Chien, the Lacrosse & Milwaukee, and others. The Milwaukee & St. Paul afterward purchased the St. Paul & Chicago Road and others, and built the line from Milwaukee to Chicago, and on February 11, 1874, the company took its present name. The The fiscal year ends Dec. 31. The annual meeting is held early in June.

STOCKS AND BONDS.—The preferred stock has a prior right over the common stock to a dividend of not over 7 p. c. from net earnings in each year, but if not earned it has no cumulative right. If a dividend was earned in any year and not paid, there might be a claim on future years for such dividend. After payment of 7 on pref. and 7 on com., both classes share *pro rata*. Dividends paid since 1873 have been as follows (prior to current year): In 1874, 7 on preferred paid in consol. bonds; in 1875 no dividend; in 1876, 3½ cash on preferred and 14 per cent in bonds; in 1877, 3½ on preferred; in 1878, 10½ on preferred; in 1879, 2½ on common and 7 on preferred; in 1880, 1881, 1882, 1883 and 1884, 7 on both; in 1885, 4 on common and 7 on preferred; in 1886, 5 on common and 7 on preferred.

The range in prices of stocks since 1877 have been: Pref. in 1878, 64@84⅜; in 1879, 74⅜@102⅜; in 1880, 99@124⅛; in 1881, 116¾@140; in 1882, 114½@144¼; in 1883, 115@122¼; in 1884, 95⅞@119; in 1885, 102@125; in 1886, 116@125¾; in 1887 to May 20, 117¼@127¼. Common—In 1878, 27½@51⅜; in 1879, 34⅜@82⅛; in 1880, 66½@114⅜; in 1881, 101½@129¼; in 1882, 96½@128¼; in 1883, 91¼@108½; in 1884, 58¼@94¼; in 1885, 64¾@99; in 1886, 82⅝@99; in 1887 to May 20, 85¾@95.

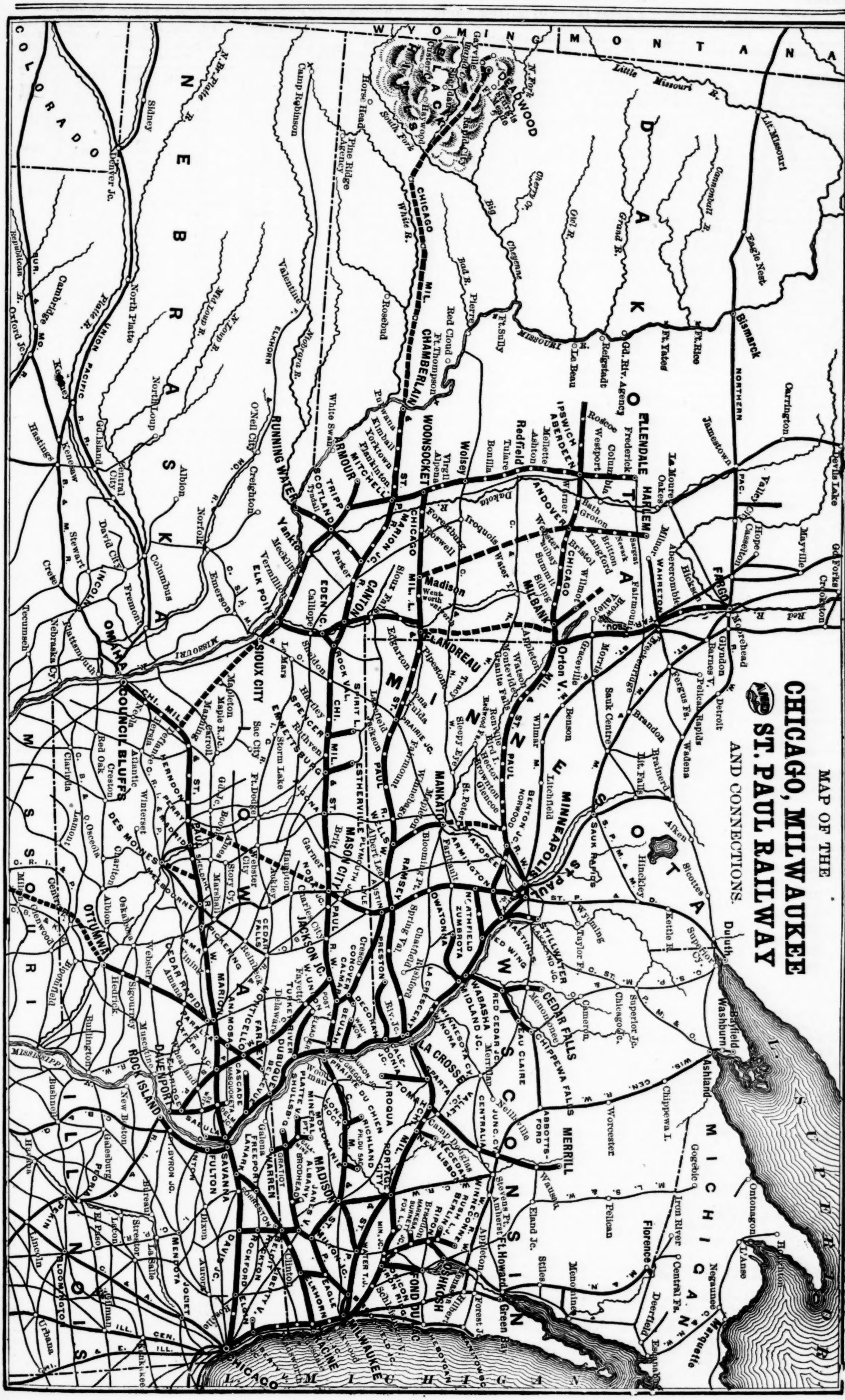
Of the consolidated mortgage bonds of 1875, enough were reserved to take up the prior bonds; these bonds may be stamped and discharged from the sinking fund provisions. The Chicago & Pacific Western Division bonds are issued at $20,000 per mile on new lines built or acquired. The Iowa & Minn. Div. bonds are convertible into preferred stock. The terminal bonds issued in 1884 are secured by mortgage on the terminal property in Chicago and Milwaukee, subject to the lien of the general mortgage on part of the track and terminals in these cities; but it covers also property quite detached which cost about $3,000,000 acquired some time after the general mort. was made; also property to be acquired as needed to amount of $3,000,000 and depot in Milwaukee costing $1,000,000. The Income bonds of 1886 are for an authorized issue of $5,000,000, and are convertible into common stock, on notice, 60 days after any dividend day. They have a sinking fund of 4 per cent, beginning in 1889, and may be drawn at 105. After '88, if a majority of the bondholders so request, a 2d mortgage shall be made on the line, Chicago to Kansas City, and a first on the Mo. River bridge and terminals in Kansas City. In addition to above bonds there are $89,000 Hastings & Dak. 7s, due in 1902, and $35,000 Oshkosh & Miss. River 8s, due in 1891; also $275,000 5 per cent real estate mortgages due in 1890 and 1894.

OPERATIONS, FINANCES, &c.—The mileage and also the stock and debt of this company increased very rapidly in six years, the miles owned being 2,359 on January 1, 1880, against 5,298 on January 1, 1887, and the stock and bonded debt, in round figures, $69,000,000 on January 1, 1880, against $164,118,161 January 1, 1887.

The annual report for 1886 was in V. 44, p. 399. The statistics in detail were given in the CHRONICLE, as follows:

OPERATIONS AND FISCAL RESULTS.

	1883.	1884.	1885.	1886.
Miles operated	4,760	4,804	4,921	5,298
Operations—				
Passengers carried	4,591,232	4,904,678	4,819,187	5,481,400
Passenger mileage	235,579,660	225,851,443	214,550,187	234,444,700
Rate per pass. p. mile.	2·52 cts.	2·55 cts.	2·56 cts.	2·42 cts.
Freight (tons) moved.	5,661,667	6,023,016	6,482,869	7,085,072
Freight (tons) mil'ge	1176605032	1247737233	1337721453	1486509713
Av. rate p. ton p. mile.	1·39 cts.	1·29 cts.	1·28 cts.	1 17 cts.


MAP OF THE
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY
AND CONNECTIONS.
WYOMING
MONTANA
DAKOTA
NEBRASKA
MINNESOTA
IOWA
WISCONSIN
MICHIGAN
ILLINOIS
MISSOURI
COLORADO
L. SUPERIOR
L. MICHIGAN

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds.	Size, or par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Pay'ble	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago Milwaukee & St. Paul—Com. stock	5,298	....	$100	$30,904,261	2½	A. & O.	New York, Office.	Apr. 15, 1887
Preferred st'ck (7 p. c. y'rly, not cumulative)	5,298	....	100	21,555,900	3½	A. & O.	do do	Apr. 15, 1887
Consolidated mortgage (for $35,000,000)	1,435	1875	1,000	11,470,000	7	J. & J.	do do	July 1, 1905
1st mort. (Lacrosse Div.)	370	1863	1,000	5,264,000	7	J. & J.	do do	1893
1st mort. (Ia. & M.)	230	1867	1,000	3,198,000	7	J. & J.	do do	July, 1897
1st mortgage (Minnesota Central)	49	1864	1,000	123,000	7	J. & J.	do do	1894
1st mortgage (Iowa & Dakota)	126	1869	1,000	541,000	7	J. & J.	do do	1899
1st M.,Ia.&Dak.Ext.($15,000 p.m.)	234	1878	1,000	3,505,000	7	J. & J.	do do	July 1, 1908
1st mortgage (Prairie du Chien)	195	1868	1,000	3,674,000	8	F. & A.	do do	1898
2d mortgage (Prairie du Chien)	195	1868	1,000	1,241,000	7·3	F. & A.	do do	1898
Milwaukee & Western	....	1861	1,000	215,000	7	J. & J.	do do	1891
St.P.&C.1st M.(Riv. D.)$&£(conv.)	130	1872	500 &c.	3,804,500	7 g.	J. & J.	London and New York.	Jan., 1902
1st M., Chic. & Mil. line	85	1873	1,000	2,393,000	7	J. & J.	New York, Office.	1903
Bonds on Lac'se & Dav. Div., for Dav. & Nw. RR.	185	1879	....	2,500,000	5	J. & J.	do do	1919
1st mort. on S. W. Div. Western Union RR.	212	1879	1,000	4,000,000	6	J. & J.	do do	July 1, 1909
1st mort. on Chic. & Pac. Div., Chic. to Miss. Riv.	119	1880	1,000	3,000,000	6	J. & J.	do do	Jan. 1, 1910
1st mort. on So. Minnesota Div. ($9,000,000)	419	1880	1,000	7,432,000	6	J. & J.	do do	Jan. 1, 1910
Land grant income bonds	....	1880	....	1,437,000	7	J. & J.	do do	Jan. 1, 1890
1st M. on Hast.& Dak. Div.extens.($15,000 p.m.)	417	1880-6	1,000	6,265,000	7 & 5	J. & J.	do do	Jan. 1, 1910
1st M. on Ch. Cl. D. & M.	372	1880	1,000	6,576,000	6	J. & J.	do do	July 1, 1920
1st mort. on Wisconsin Valley RR.	107	1880	....	1,669,000	6	J. & J.	do do	July 1, 1920
Prior mort. do	107	1879	500	1,106,500	7	J. & J.	Boston.	Jan. 1, 1909
1st mortgage, Mineral Point Division	142	1880	1,000	2,840,000	5	J. & J.	New York, Office.	1910
1st mortgage Chic. & Lake Superior Div.,	68	1881	1,000	1,360,000	5	J. & J.	do do	July 1, 1921
1st M.Wis. & Minn. Div. ($20,000 p. m.)	230	1881	1,000	4,755,000	5 g.	J. & J.	do do	July 1, 1921
1st M., gold,on Chic. & Pac.,W. Div., $20,000 p. m.	1,105	1881	1,000	24,400,000	5 g.	J. & J.	do do	Jan. 1, 1921
Chic. & Mo. Riv. Div., 1st mortg., ($20,000 p. m.)	77	1886	1,000	2,049,000	5	J. & J.	do do	July 1, 1926
Income bonds convertible	....	1886	1,000	2,000,000	5	J. & J.	do do	July 1, 1916
Terminal mort., gold, coup. or reg.(for $5,000,000)	....	1884	1,000	4,303,000	5	J. & J.	do do	July 1, 1914
Fargo & Southern, 1st mortgage, gold, assumed	119	1883	1,000	1,250,000	6 g.	J. & J.	do do	Jan. 1, 1924
do incomes	....	1885	....	200,000	6	A. & O.	do do	1895
Dakota & Gt. South'n, 1st, gold ($18,000 per m.)	....	1886	1,000	988,000	5 g.	J. & J.	do do	Jan. 1, 1916

(Coup., but may be reg. by end'rsem't.)

	1883.	1884.	1885.	1886.
Earnings—	$	$	$	$
Passenger	5,927,668	5,766,843	5,499,737	5,661,690
Freight	16,365,354	16,128,964	17,101,742	17,358,294
Mail, express,&c.	1,366,802	1,575,191	1,811,794	1,698,419
Total gross earn'gs	23,659,824	23,470,998	24,413,273	24,718,403
Operating expenses—	$	$	$	$
Maint'nce of way*	2,548,609	2,339,635	2,551,327	2,641,977
Maint'nce of equip't.	2,489,257	2,574,437	2,430,809	2,327,875
Transp'rt'n exp'n's†	8,011,533	8,102,668	8,646,132	8,675,045
Taxes	614,909	702,060	733,545	759,350
Miscellaneous	114,029	140,329	150,658	156,017
Tot. operating exp.	13,859,629	14,512,471	14,560,264	14,560,264
Net earnings	9,881,787	9,611,369	9,900,802	10,158,139
Pr. ct.op.ex. to earns	58·23	59·05	59·45	58·90

* Includes renewal of track. † Including elevators, stock-yards, personal injuries and damages to property, legal, insurance rent of cars, trackage, &c.

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	9,881,787	9,611,369	9,900,802	10,158,139
Other receipts	164,707	82,307	105,939	144,654
Total income	10,046,494	9,693,676	10,006,741	10,302,793
Disbursements—	$	$	$	$
Interest on debt	5,373,925	5,918,608	6,096,573	6,241,093
Divs. on both stocks*	3,212,895	3,321,167	2,394,039	3,053,076
Rate of dividend	7 both	7 both	7 & 4	7 & 5
Tot. disbursem'nts	8,586,820	9,239,775	8,490,612	9,294,169
Balance for year	1,459,674	453,901	1,516,129	1,008,624

*These are the actual dividends paid in the year, without regard to the time when they were earned.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1883.	1884.	1885.	1886.
Assets—	$	$	$	$
Railroad,equipm't&c	146,093,665	149,426,734	154,228,775	165,898,616
St'ks & b'ds own.,cost	1,161,980	1,228,283	754,792	877,486
Bills&acc'ts rec'able	1,550,232	1,146,059	1,452,309	768,782
Materials, fuel, &c.	1,223,043	1,483,365	1,543,217	2,048,985
Cash on hand	3,048,965	2,971,133	4,262,378	4,682,434
Ill. & Iowa coal lands	944,132	680,475	617,026	583,526
Total assets	154,022,017	156,936,049	162,858,497	174,859,829
Liabilities—	$	$	$	$
Stock, common	30,904,261	30,904,261	30,904,261	30,904,261
Stock, preferred	16,540,983	16,540,983	21,540,900	21,555,900
Funded debt	96,272,000	100,254,000	101,470,000	111,658,000
All other dues&acc'ts	1,711,099	2,093,163	164,958	434,825
Unpaid pay-rolls, &c.	1,732,687	1,610,661	1,729,269	2,249,109
I and department	1,781,907	....	.....	.....
Income account	5,079,080	5,532,981	7,049,109	8,057,734
Total liabilities	154,022,017	156,936,049	162,858,497	174,859,829

—(V. 42, p. 155, 156, 351, **363**, 383, 487, 631, 728; V. 43, p. 387, 399, 472, 572, 608, 635; V. 44, p. 22, 117, 149, 260, 275, 383, 392, **399**, 526.)

Chicago & Northwestern.—*(See Map.)*—LINE OF ROAD—The Chic. & Northw. operates 3,949 miles of its own roads and controls 1,339 miles of the Chicago St. Paul Minn. & Omaha, 503 miles of Fremont Elkhorn & Mo. Val., and 107 of Sioux City & Pac.; total controlled, 5,899 miles. The mileage is extensive, and is shown clearly in the accompanying map. The main line from Chicago to East Omaha, Iowa, is 492 miles, and this forms practically the southern boundary of the whole system, the company having nothing to the south of that line, with the exception of a few insignificant branches. At the end of the fiscal year, May 31, 1886, the Chic. & Northwestern mileage was made up in the annual report as follows: Wisconsin Division, 555 miles; Galena Division, 400 miles; Iowa Division, 743 miles; No. Iowa Division, 369 miles; Madison Division, 483 miles; Peninsula Division, 369 miles; Winona & St. Peter Division, 448 miles; Dakota Division, 570 miles; total, 3,949 miles. In July, 1884, the Blair roads, previously leased, were acquired by purchase, but the Sioux City & Pacific and Fremont Elkhorn & Missouri Valley are operated separately (610 miles) and their earnings not included in those of C. & N.W., but separately stated in the annual reports in the CHRONICLE on p. 130 of V. 43 and p. 101 of V. 41.

ORGANIZATION, &c.—The Chicago St Paul & Fond-du-Lac Railroad which was a consolidation of several roads, was sold in foreclosure June 2, 1859, and the Chicago & Northwestern Railway was organized as its successor. In 1864 the company absorbed the Dixon Rock. & Kenosha, the Gal. & Chic. Union and the Peninsular RR. of Michigan, and has since absorbed by consolidation a large number of other roads, including those which were operated as "proprietary roads."

In December, 1882, a controlling interest was acquired in the stock of the Chic. St. Paul Minneapolis & Omaha Co. by the purchase of 53,800 shares of preferred and 93,200 shares of com. stock.

In July, 1884, the leased lines in Iowa (Blair roads) were acquired on the terms stated in the SUPPLEMENT of June, 1885, and prior issues.

The fiscal year ends May 31. The annual meeting is held early in June.

STOCK AND BONDS.—Of the common stock, $10,007,116 was held in the company's treasury on May 31, 1886, making the whole common stock $41,374,866. Preferred stock has prior right to 7 per cent; then common entitled to 7; then preferred has a further prior right to 3 per cent; then common to 3; then both classes share. But the preferred stock has not yet received more than 8 per cent in any year, against 7 per cent paid on the common. Dividends since 1873 (prior to the current year) have been: In 1876, 2½ on pref.; in 1877, 3½ on pref.; in 1878, 7 on pref. and 5 on com.; in 1879, 7 on pref. and 5 on com.; in 1880, 7 on pref. and 6 on com.; in 1881, 7 on pref. and 6 on com.; in 1882, 7¾ on pref. and 7 on com.; in '83 and '84, 7 on com. and 8 on pref. in 1885, 6½ on com. and 7½ on pref.; in 1886, 6 on com. and 7 on pref.

Prices of stock since 1877 have been as follows: Common in 1878, 32½@55¼; in 1879, 49⅝@94½; in 1880, 87½@130; in 1881, 117@136; in 1882, 124@150⅜; in 1883, 115¼@140⅛; in 1884, 81½@124; in 1885, 84⅜@115¾; in 1886, 104¼@120⅝; in 1887 to May 20, 110@126½. Pref. in 1878, 59¾@79½; in 1879, 76⅞@108; in 1880, 104@146½; in 1881, 131⅜@147½; in 1882, 136@175; in 1883, 134@157; in 1884, 117@149½; in 1885, 119¾@139⅞; in 1886, 135@144; in 1887, to May 20, 138¼@153.

The sinking fund bonds of 1879 are secured by a deposit of mort. bonds, on the new roads acquired at the rate of $15,000 per mile, and the terms under which these are issued were published in V. 29, p. 277. Of these bonds so far issued, $6,305,000 are 6s and the balance 5s. There are several small issues of bonds in addition to those in the table above, viz.: Beloit & Madison RR., $91,000, 7s, due 1888; Minnesota Valley RR., $150,000, 7s, due 1908; Plainview, $100,000, 7s, due 1908; Peninsula Railroad (Mich.), $152,000 7s, due 1898.

The $10,000,000 debenture bonds were issued to pay for the Chicago St. Paul Minneapolis & Omaha stock; the sinking fund for these bonds is $200,000 per year from May, 1888, if they can be redeemed at 105.

In June, 1884, the new issue of $6,000,000 5 per cent debenture bonds was authorized, of which $1,966,500 went for the purchase of Blair roads and the balance to be used for improvements as required. Any future mortgage on the property of the company owned at date of these bonds, shall include them.

The C. & N. W. exten. bonds of 1886 are direct bonds of the C. & N. W. Company, secured by the deposit in trust of the 1st mort. bonds of roads constructed or acquired, at the rate of $20,000 per mile.

In addition to bonds in above table there were live bonds in the sinking fund amounting to $969,500 May 31, 1886.

LAND GRANT.—The lands of the company have been acquired by the purchase of the Winona & St. Peter and other roads that have been consolidated. The Commissioners' report for 1885-86 showed that the total consideration for the lands and lots sold in that year amounted to $806,855. Net cash receipts were $663,688. The statement of amounts secured to be paid to the company by outstanding contracts of sale in force at the end of the fiscal year showed a total of $1,209,502.

TABLE OF LANDS UNSOLD FOR YEARS ENDING MAY 31.

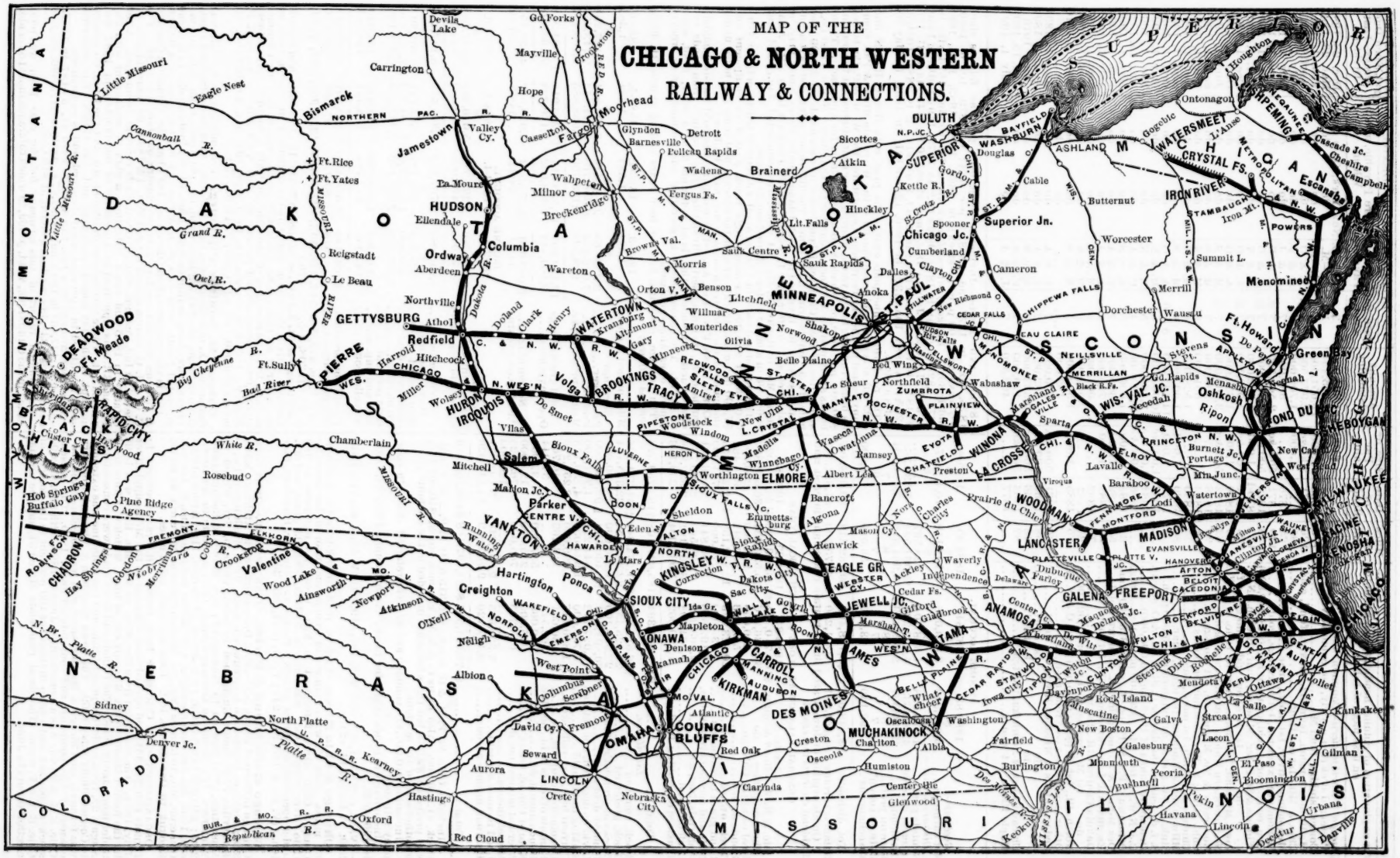
Name of grant.	1883	1884.	1885.	1886.
Minnesota	784,532	685,577	626,811	574,362
Michigan	485,677	461,847	443,296	420,428
Wisconsin	320,125	308,723	303,165	299,041
Total	1,590,334	1,456,147	1,373,272	1,293,831

OPERATIONS, FINANCES, &c.—The Chicago & Northwestern Railway has pursued the policy of extending rapidly its lines in the far West. The stock had not been much increased until the issue of new stock for stocks of proprietary roads, and a large nominal surplus has been rolled up, amounting to about $32,000,000, against which there are no liabilities.

The latest annual report (1885-86) was in the CHRONICLE, V. 43, p. 130. The following were the earnings, expenses, &c.:

OPERATIONS AND FISCAL RESULTS.

	1882-83.	1883-84.	1884-85.	1885-86.
Tot. miles oper'd	3,584	3,763	3,843	3,948
Operations—				
Pass'gers carr'd.	7,968,560	8,623,483	8,403,884	9,140,195
Pass ger mileage	248,856,303	256,386,389	231,090,788	239,150,020
R'te p.pass.p.m.	2·46 cts.	2·40 cts.	2·38 cts.	2·36 cts.
Fr'ght(tns) mv'd	7,874,665	8,453,994	8,235,127	8,494,239
Fr ght (tns) m'ge	1183,829,358	1350,173,773	1416,789,205	1466,892,717
Rate pr.ton p.m.	1·42 cts.	1·31 cts	1·19 cts.	1·19 cts.
Earnings—	$	$	$	$
Passenger	6,119,616	6,153,071	5,498,111	5,646,150
Freight	16,894,352	17,677,866	16,917,394	17,503,244
Mail, express,&c	1,067,867	1,189,687	1,086,551	1,130,206
Gross earn's.	24,081,835	25,020,624	23,502,056	24,279,600
Expenses—	$	$	$	$
Maint'ce of way	3,372,994	3,590,917	2,939,253	2,986,955
" cars, &c	2,322,099	2,448,297	2,193,224	2,219,211
Transp. & miscel	7,758,638	8,429,121	7,970,552	7,950,608
Taxes	618,785	672,621	690,928	702,452
Total	14,072,516	15,140,956	13,793,907	13,859,226
Net earnings	10,009,319	9,879,668	9,708,149	10,420,374
P.c. exp. to earn.	58·44	60·51	58·69	57·08


MAP OF THE
CHICAGO & NORTH WESTERN
RAILWAY & CONNECTIONS.
MONTANA
DAKOTA
NEBRASKA
COLORADO
WYOMING
MINNESOTA
IOWA
MISSOURI
ILLINOIS
MICHIGAN
WISCONSIN
SUPERIOR
DULUTH
ASHLAND
WATERSMEET
IRON RIVER
CRYSTAL FS.
ESCANABA
MENOMINEE
GREEN BAY
FT. HOWARD
APPLETON
OSHKOSH
FOND DU LAC
SHEBOYGAN
MILWAUKEE
RACINE
KENOSHA
CHICAGO
FREEPORT
GALENA
MADISON
WOODMAN
LA CROSSE
WINONA
ROCHESTER
MINNEAPOLIS
ST. PAUL
WATERTOWN
HURON
IROQUOIS
PIERRE
GETTYSBURG
DEADWOOD
Ft. Meade
HUDSON
Columbia
Ordway
Redfield
Bismarck
Jamestown
Valley Cy.
Fargo
Moorhead
Devils Lake
Gd. Forks
Mayville
Hope
Carrington
Little Missouri
Eagle Nest
Cannonball R.
Grand R.
Owl R.
Ft. Rice
Ft. Yates
Ft. Sully
Big Cheyenne R.
Bad River
White R.
Rosebud
Pine Ridge Agency
Hot Springs
Buffalo Gap
Custer City
Rapid City
BLACK HILLS
Chamberlain
Mitchell
Salem
Sioux Falls
Parker
Centre V.
Yankton
Running Water
Missouri R.
Ft. Robinson
CHADRON
Hay Springs
Gordon
Fremont
Elkhorn
Valentine
Wood Lake
Ainsworth
Newport
Atkinson
O'Neill
Norfolk
Creighton
Wakefield
Hartington
Ponca
Crookston
Niobrara
Verdigre
Cons. R.
Albion
Columbus
West Point
Scribner
Fremont
Omaha
Council Bluffs
Sioux City
Sioux City Jds. Gr.
Sioux Falls Jc.
Emmetsburg
Algona
Bancroft
Eden
Sheldon
Doon
Alton
Hawarden
Le Mars
Sioux Rapids
Storm Lake
Newell
Correction
Kingsley
Mapleton
Denison
Onawa
Kirkman
Carroll
Manning
Audubon
Atlantic
Red Oak
Creston
Osceola
Clarinda
Nebraska City
Lincoln
Seward
Aurora
Hastings
Crete
Oxford
Red Cloud
Republican R.
Kearney
Platte R.
N. Br. Platte R.
Sidney
North Platte
Denver Jc.
Julesburg
Ogallala
Big Spring
Grand Island
Central City
Columbus
Schuyler
Fremont
Omaha
Council Bluffs
Des Moines
Muchakinock
Oskaloosa
Ottumwa
Eddyville
Albia
Chariton
Centerville
Humiston
Glenwood
Missouri R.
Keokuk
Fairfield
Washington
Burlington
New Boston
Galesburg
Monmouth
Peoria
Bushnell
Havana
Lincoln
Decatur
Danville
Urbana
Champaign
Kankakee
Joliet
Aurora
Elgin
Rockford
Belvidere
Beloit
Janesville
Clinton Jc.
Milton Jc.
Whitewater
Watertown
Waukesha
Milwaukee
Racine
Kenosha
Chicago
Evanston
Wilmette
Glencoe
Highland Park
Waukegan
Lake Forest
Lake Bluff
Libertyville
Fox Lake
Antioch
Grayslake
Wauconda
Barrington
Palatine
Arlington Hts.
Des Plaines
Maywood
Melrose Park
Bensenville
Wood Dale
Addison
Elmhurst
Hinsdale
Clarendon Hills
Western Springs
Riverside
Brookfield
Cicero
Oak Park
Austin
Harlem
Forest Park
Proviso
Irving Park
Jefferson Park
Norwood Park
Edgebrook
Niles Centre
Skokie
Glenview
Northbrook
Deerfield
Highland Park
Lake Forest
Waukegan
Kenosha
Racine
Milwaukee
Watertown
Fort Atkinson
Whitewater
Janesville
Beloit
Rockford
Belvidere
Elgin
Aurora
Joliet
Kankakee
Green Bay
Menominee
Escanaba
Marquette
Houghton
Ontonagon
Gogebic
Ironwood
Bessemer
Wakefield
Ashland
Washburn
Bayfield
Superior
Duluth
Cloquet
Carlton
Proctor
Two Harbors
Knife River
Beaver Bay
Silver Bay
Taconite Harbor
Schroeder
Lutsen
Grand Marais
Grand Portage
Port Arthur
Fort William
Nipigon
Sault Ste. Marie
Soo Jc.
Escanaba
Menominee
Powers
Stambaugh
Iron Mt.
Crystal Falls
Watersmeet
Ontonagon
Houghton
Hancock
Calumet
Lake Linden
Hubbell
Atlantic Mine
Painesdale
Baraga
Marquette
Negaunee
Ishpeming
Gwinn
Republic
Michigamme
Champion
Trenary
Gladstone
Escanaba
Rapid River
Manistique
Seney
Germfask
Newberry
Soo Jc.
Sault Ste. Marie
Brimley
Bay Mills
Pickford
Kinross
Trout Lake
Rudyard
Raco
Dafter
Sugar Island
Drummond Island
Detour
Cheboygan
Mackinaw City
St. Ignace
Manistique
Escanaba
Gladstone
Menominee
Marinette
Peshtigo
Oconto
Green Bay
Kaukauna
Appleton
Neenah
Menasha
Oshkosh
Ripon
Fond du Lac
Sheboygan
Port Washington
Milwaukee
Racine
Kenosha
Chicago
Evanston
Wilmette
Glencoe
Highland Park
Lake Forest
Waukegan
Lake Bluff
Libertyville
Fox Lake
Antioch
Grayslake
Wauconda
Barrington
Palatine
Arlington Hts.
Des Plaines
Maywood
Melrose Park
Bensenville
Wood Dale
Addison
Elmhurst
Hinsdale
Clarendon Hills
Western Springs
Riverside
Brookfield
Cicero
Oak Park
Austin
Harlem
Forest Park
Proviso
Irving Park
Jefferson Park
Norwood Park
Edgebrook
Niles Centre
Skokie
Glenview
Northbrook
Deerfield
Highland Park
Lake Forest
Waukegan
Kenosha
Racine
Milwaukee
Watertown
Fort Atkinson
Whitewater
Janesville
Beloit
Rockford
Belvidere
Elgin
Aurora
Joliet
Kankakee
Green Bay
Menominee
Escanaba
Marquette
Houghton
Ontonagon
Gogebic
Ironwood
Bessemer
Wakefield
Ashland
Washburn
Bayfield
Superior
Duluth
Cloquet
Carlton
Proctor
Two Harbors
Knife River
Beaver Bay
Silver Bay
Taconite Harbor
Schroeder
Lutsen
Grand Marais
Grand Portage
Port Arthur
Fort William
Nipigon
Sault Ste. Marie
Soo Jc.
Escanaba
Menominee
Powers
Stambaugh
Iron Mt.
Crystal Falls
Watersmeet
Ontonagon
Houghton
Hancock
Calumet
Lake Linden
Hubbell
Atlantic Mine
Painesdale
Baraga
Marquette
Negaunee
Ishpeming
Gwinn
Republic
Michigamme
Champion
Trenary
Gladstone
Escanaba
Rapid River
Manistique
Seney
Germfask
Newberry
Soo Jc.
Sault Ste. Marie
Brimley
Bay Mills
Pickford
Kinross
Trout Lake
Rudyard
Raco
Dafter
Sugar Island
Drummond Island
Detour
Cheboygan
Mackinaw City
St. Ignace

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Chicago & Northwestern—Common stock	4,101	....	$100	$31,365,900	3	J. & D.	New York, Co.'s Office.	Dec. 28, 1886
Preferred st'ck (7 p. c. y'rly, not cumulative)	4,101	....	100	22,325,454	1¾	Q.—M.	do do	Mar. 23, 1887
Consol. sinking fund M	776	1865	1,000	12,651,000	7	Q.—F.	do do	Feb. 1, 1915
Madison extension, 1st mort., sinking fund, gold	126	1871	500 &c.	2,977,500	7 g.	A. & O.	do do	April 1, 1911
Chic. & Mil., 1st mortgage	85	....	1,000	1,700,000	7	J. & J.	do do	July 1, 1898
Menominee River, 1st mort., guar	25	1876	....	560,000	7	J. & J.	do do	July 1, 1906
Menominee extension, 1st mortgage, gold	120	1871	500 &c.	2,549,500	7 g.	J. & D.	do do	June 1, 1911
Gen. cons mort., gold, coup. or reg. ($48,000,000)	1,058	1872	500 &c.	12,343,000	7 g.	J. & D.	do do	Dec. 1, 1902
Winona & St. Peter, 2d mort., guar. by Chic.&N.W.	137	1870-1	1,000	1,592,000	7	M. & N.	do do	Nov. 1, 1907
do 1st M. exten. gld., land gr., s. f.	175	1871	100 &c.	4,079,500	7 g.	J. & D.	do do	Dec. 1, 1916
Iowa Midland, 1st mort., guar. by Chic. & N. W.	75	1870	1,000	1,350,000	8	A. & O.	do do	Oct. 1, 1900
Northwestern Union, 1st mortgage, gold	62	1872	500 &c.	3,365,000	7 g.	M. & S.	do do	June 1, 1917
Rochester & No. Minnesota, 1st mortgage	24	1878	....	200,000	7	M. & S.	do do	Sept. 1, 1908
Chic. Mil. & N. W., construction bonds	141	1882	....	601,000	6	M. & N.	do do	Nov. 1, 1905
Chicago & Tomah, 1st mort., guar	154	1880	....	1,528,000	6	M. & N.	do do	Nov. 1, 1905
Milwaukee & Madison, 1st mort., guar	80	1880	1,000	1,600,000	6	M. & S.	do do	Sept. 1, 1905
Sink. fd.bds.(1st M. as collateral) ($15,000 p. m.)	....	1879	1,000	14,665,000	5 & 6	A. & O.	do do	Oct. 1, 1929
S. f. debenture bonds (for C. St. P. M. & O. stock)	....	1883	1,000&c	10,000,000	5	M. & N.	do do	May 1, 1933
Debenture bonds of 1909 (for $6,000,000)	....	1884	1,00 &c	3,869,000	5	M. & N.	do do	Nov. 1, 1909
C.& N.W. Exten. bds. ($20,000 per M.) op. & reg.	....	1886	1,000&c	8,19 , 00	4	F. & A.	do do	Aug. 15, 1928
Ottumwa C.F.& St.P., 1st M., guar ($25,000 p.m.)	64	1884	1,000	1,600,000	5	M. & S.	do do	Mar. 1, 1909
Des Moines & Minneapolis RR. 1st mort. Bonds	58	1882	1,000	600,000	7	F. & A.	do do	Feb. 1, 1907
Escanaba & Lake Superior RR., 1st mort	36	1881	1,000	720,000	6	J. & J.	do do	July 1, 1901
Dakota Central RR., 1st mort	71	1882	....	1,007,000	6	M. & S.	do do	Sept. 1, 1907
do 1st M., Southeast Div. (for $2,000,000)	125	1882	....	2,000,000	6	M. & N.	do do	Nov. 1, 1907
North. Ill., 1st M. ($20,000 p. m.) guar. C.& N. W.	75	1885	1,000	1,500,000	5	M. & S.	do do	Mar. 1, 1910
Other small issues (see remarks)	....	....	....	493,000	....	....	do do	.....
Cedar Rapids & Missouri River, 1st mort	70	1861	500 &c.	700,000	7	F. & A.	do do	Aug. 1, 1891
do 1st mort	58	1863	500 &c.	582,000	7	F. & A.	do do	Aug. 1, 1894
do 1st mort	146	1866	500 &c.	2,332,000	7	M. & N.	do do	May, 1916
Chicago Iowa & Nebraska, mortgage	82	1863	500 &c.	129,000	7	F. & A.	do do	Aug. 15, 1892
Maple River 1st mortg	....	1877	....	402,500	7	J. & J.	do do	July 1, 1897

INCOME ACCOUNT.

	1882 83.	1883-84.	1884-85.	1885-86.
Receipts—	$	$	$	$
Net earnings	10,009,319	9,879,668	9,708,149	10,420,374
Disbursements—	$	$	$	$
Rentals paid	1,570,948	1,568,704	*28,567	.....
Interest on debt	4,288,633	4,527,235	*5,064,534	5,536,363
Dividends	2,890,337	2,939,469	*3,981,348	3,414,504
Rate on pref	8	8	8	7
Rate on comm'n	7	7	7	6
Miscellaneous	98,120	83,000	58,000	58,000
Tot. disb'm'ts.	$8,848,038	$9,118,408	$9,132,449	$9,038,867
Balance, surplus	$1,161,281	$761,260	$575,700	$1,381,507

* On absorption of Iowa leased lines, rentals ceased and interest and dividend charges increased.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets.	1883-84.	1884-85.	1885-86.
Chic. & N. W.—Road & equip.	$102,710,425	$126,853,870	$126,901,024
Other companies do	39,486,916	35,539,234	36,628,824
Real estate in Chicago	200,000	200,000	200,000
Bonds owned	508,026	360,242	934,482
Stocks owned	20,323,313	12,282,159	† 12,2-2,159
Land grant investments	730,000	1,221,000	714,000
Bills and accounts receivable	1,192,626	1,890,841	1,926,281
Materials, fuel, &c	2,205,359	1,808,567	2,000 734
Cash on hand	1,964,698	3,807,191	2,932,848
Trustees of sinking fund	1,730,002	1.934,004	4.239,176
Total	$171,051,394	$185,897,108	$185,759,528
Liabilities.			
Stock, common	$26,617,366	$41,374,866	‡$41,374,866
Stock, preferred	22,325,455	22,325,454	‡22,325,451
Stocks of proprietr'y roads,&c	22,550,100	11,220,000	11,230,000
Bonded debt	80,891,000	91,460,500	‖ 90,511,500
Divid'ds declared, not yet due	1,027,772	1,544,221	1,331,600
Sinking funds paid	1,730,000	1,934,000	4,239,175
Current bills, pay-rolls, &c	1,880,317	1,690,680	2,251,206
Uncollected coupons, &c	80,651	113,262	140,762
Rentals of roads in Ia., not due	562,543	.....	31,044
Bonds unsold, &c	310,000	537,000	37,000
Note of Consol. Coal Co	275,000	275,000	125,000
Accrued interest not due	675,395	705,060	703,525
Miscellaneous	.....	.....	120,000
Land income account	2,938,675	2,954,246	3.194,071
Railroad income account	9,187,120	9,762,819	11,144,326
Total	$171,051,394	$185,897,108	$188,759,529

† Includes Chic. St. P. M. & O. stock, $10,315,659; F. E. & M. V. RR. stock, $1,966,500. Also owns C. & N. W. common stock, $10,007,116, and preferred, $2,284, but these items are included in the amounts given on other side of the account.

Including $10,007,116 common and $2,284 preferred stock in company's treasury.

‖ Including five bonds in sinking funds, which amounted May 31, 1886, to $969,500.

—(V. 42, p. 22, 304, 324, 338, 393, 487, 519, 694; V. 43, p. 49, 117, **130**, 399; V. 44, p. 343, 621.)

Chicago & Ohio River.—Line of road from Sidells, Ill., to Olney 86 miles. This Co. was organized in 1886 as successor of the Danville Olney & Ohio River, foreclosed in Feb. 1886. An extension to the Ohio River is projected. Earnings in 1884-5, $50,293 gross, and def. under operating expenses, $2,823. Parker C. Chandler, President, Boston. (V. 42, p. 155, 215, 242; V. 44, p. 21, 289, 308.)

Chicago Rock Island & Pacific.—Line of Road.—Owns from Chicago to Council Bluffs, 500 miles; Davenport, Ia., to Atchison, Kan., 345; Atchison Junction to Leavenworth, Kan., 21·5; Washington, Ia., to Knoxville, 77·5; South Englewood to South Chicago, 7·5; Wilton to Muscatine, 12·5; Newton to Munroe, 17; Des Moines to Indianola and Winterset, 47; Menlo to Guthrie Centre, 14·5; Atlantic to Audubon, 24·5; Atlantic to Griswold, 14·7; Avoca to Harlan, 11·8; Avoca to Carson, 17·6; Mt. Zion to Keosauqua, 4·5; Wilton to Lime Kilns, 5. Leased: Cameron, Mo., to Kansas City, 54; Bureau Junction to Peoria, 47 miles; Keokuk to Des Moines, 162. Total operated, 1,384 miles.

Organization.—The Chicago & Rock Island RR. was chartered in Illinois Feb. 7, 1851, and opened from Chicago to the Mississippi River July, 1854. The extension from the Miss. to the Mo. River was built by the former Mississippi & Missouri RR. of Iowa, which was foreclosed under mortgage in 1866. The Illinois and Iowa roads were consolidated August 22, 1866, under the present title, and the main line was extended to Council Bluffs June, 1869. The Iowa Southern & Missouri Northern was formerly the Chicago & Southwestern, and was foreclosed and purchased by this company, and consolidated June, 1880. The present Chic. R. I. & Pacific was a consolidation June 4, 1880, with $50,000,000 stock authorized, and a scrip dividend of 100 per cent to the holders of Chic. R. I. & P. stock. The fiscal year ends March 31, and the annual election occurs in June.

Stock and Bonds.—Dividends have been paid as follows since 1876, viz.: in 1877 and 1878, 8 per cent; in 1879, 10; in 1880, 8½ cash and 100 p. c. in stock; in 1881, 1882, 1883, 1884, 1885 and 1886, 7. Range of prices of stock was as follows since 1876, viz.: in 1877 ,82½@105½; in 1878, 98⅜@122; in 1879, 119@150½; in 1880, to July, 149@204; July to Dec. (new stock) 100½@143; in 1881, 129@148⅝; in 1882, 122@140¼; in 1883, 116½@127¼; in 1884, 100¼@126¾; in 1885, 105@132; in 1886, 120⅛@131; in 1887, to May 20, 124¾@140⅞.

The road from Minneapolis west to the junc. with Bur. C. R. & N. line (205 miles) is built under the charter of the Wisconsin Minn. & Pac. Company issued by the old Territorial Legislature. The W. M. & P. Co. issues its bonds running for 50 years, bearing 6 per cent interest, at the rate of $20,000 per mile, of which $5,000 per mile is for equipment. These bonds are deposited by Rock Island with the United States Trust Co., and in lieu of them the Rock Island issues its own bonds for $15,000 per mile of road, but bearing 5 per cent. The difference in interest as it accumulates is to be invested in Rock Island bonds; these bonds may be redeemed at 105 after July 1, 1894. The St. Joseph & Iowa RR., Altamont, Mo., to Rushville, Mo., 64 miles, was completed Jan., 1886, and $960,000 in similar collateral trust bonds issued.

The authorized issue in 1886 of similar collateral trust bonds for $10,000,000 (at $15,000 per mile single track, $5,000 for equipment and $7,500 for second track), was for the extension of some 700 miles under the name of the Chicago Kansas & Nebraska Railroad.

Operations, Finances, &c.—The company has paid its stockholders handsomely, including scrip dividends. The receipts from lands are now practically ended; the land notes on hand April 1, 1886, were $676,114. The management is secretive and no monthly or weekly reports of earnings are issued.

The mileage, earnings, &c., for four years ending March 31, have been as follows:

	1882-3.	1883-4.	1884-5.	1885-6.
Miles owned & oper.	1,381	1,384	1,384	1,384
Earnings—	$	$	$	$
Passenger	3,333,069	3,313,448	3,023,884	3,127,258
Freight	7,928,236	8,056,316	8,144,142	7,713,659
Mail,expr's,r'nts,&c.	928,598	1,165,750	1,038,885	1,163,431
Total gross earn'gs	12,189,903	12,535,514	12,206,911	12,004,348
Oper. expenses	7,109,817	7,298,002	7,160.324	7,166,893
Net earnings	5,080,086	5,237,512	5,046,587	4,837,455
P.c of op.ex. to earn.	58·33	58·22	58·65	59·70

INCOME ACCOUNT.

	1882-3.	1883-4.	1884-5.	1885-6.
Receipts—	$	$	$	$
Net earnings	5,080,086	5,237,512	5,046,587	4,837,455
From land departm't	560,000	470,000	330,000	310,000
Total income	5,640,086	5,707,512	5,376,587	5,147,455
Disbursements—	$	$	$	$
Rent leased roads	304,363	301,121	301,121	301,995
Interest on debt	950,000	1,002,350	1,094,750	1,213,250
Dividends	2,937,186	2,937,186	2,937,186	2,937,186
Rate per cent	7	7	7	7
Add. and imp. acc't.	1,300,000	1,200,000	750.000	463,000
Miscellaneous	147,595	177,784	196,344	164,784
Total disbursements.	5,639,143	5.618,441	5,279,401	5,080,215
Balance, surplus	943	89,071	97,186	67,240

—(V. 42, p. 479, 519, 548, 631, **693**, 706, 752; V. 43, p. 308, 766; V. 44, p. 60, 91, 308, 345, 495, 526.)

Chicago & St. Louis.—Chicago to Pekin, Ill., 150 miles, and branch 2 miles. This is the title of the company organized in March, 1885, as successor of the Chicago St. Louis & Western, which had been formed in Jan., 1884, as successor of the Chicago Pekin & Southwestern. Stock, $3,000,000. Bonds offered for sale in New York July, 1885, by R. P. Flower & Co. Gross earnings in 1885, $292,795; net, $91,633; int. on bonds, $90,000. (V. 42, p. 604; V. 43, p. 773.)

Chicago St. Louis & Pittsburg.—The mileage is as follows: Columbus, O., to Indianapolis, Ind., 187 miles; branches—Bradford Junc., O., to Chicago, Ill., 231 m.; Richmond, In., to Anoka Junc., Ind., 102 m.; Logansport, Ind., to Illinois State Line, 61 m.; Indianapolis to Kokomo (operated jointly with Wab. St. L. & Pac.) 54 m.; total operated, 635 m.

This is the reorganization (March 20, 1883,) of the Columbus Chicago & Indiana Central road, sold in foreclosure on Jan. 10, 1883. The C. C. & I. C. company was formed Feb. 12, 1868, by consolidation of the Col. & Ind. Cen. and Chic. & Great East. railroad companies. After default in 1875 and much litigation, a plan of settlement with the Penna. RR. was approved by a majority of bondholders in 1882 and carried out. There was held by the Penna. RR. and the Penn. Co. a large amount of the 1st consol. mortgage and the stocks. The preferred stock is entitled to 6 per cent yearly if earned, and is cumulative.

The gross earnings from Jan. 1 to April 30 were $1,758,187 in 1887, against $1,427,961 in 1886; net, $397,679, against $173,896; surplus over interest, $83,334, against a deficit of $199,566.

The annual report of this company for the year 1886 was published in the Chronicle, V. 44, p. 369, to which reference should be made.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Pay'ble	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
***Chicago & Northwestern*—(*Continued*)—**								
Fremont Elkhorn & Mo. Val., Consol. bonds	311	1883	$1,000	$7,725,000	6	A. & O.	New York, Co.'s Office.	Oct. 1, 1933
do do equipment bonds	....	....	....	401,000	6	...	do do	.....
Mo. V. & Blair RR. Br'ge, 1st, red'ble aft. '93	....	1883	....	1,000,000	6	J. & J.	do do	Jan. 1, 1923
Sioux City & Pacific, 1st mortgage	102	1868	500&c.	1,628,000	6	J. & J.	do do	Jan. 1, 1898
do 2d mort. (Gov't subsidy)	102	1868	500&c.	1,628,320	6	J. & J.	U.S. Treas., at maturity	Jan. 1, 1898
do pref. stock	....	....	....	169,000	3½	A. & O.	New York, Co.'s Office.	Oct. 5, 1886
***Chicago & Ohio River.*—1st mort**	....	....	....	500,000	....	....	.....	.....
***Chicago Rock Island & Pac.*—St'ck (for $50,000,000)**	1,384	....	100	41,960,000	1¾	Q.—F.	New York, Co.'s Office.	May 2, 1887
1st mortgage, coup. or reg	636	1877	1,000&c	12,500,000	6	J. & J.	do do	July 1, 1917
Chic. & Southw., 1st M.g. (g'd in cur. by C.R.I.&P.)	271	1869	100 &c.	5,000,000	7	M. & N.	do do	Nov., 1899
Exten. and collat. bonds ($20,000 p.m.) cp. or reg.	....	1884	1,000	8,860,000	5	J. & J.	do do	July 1, 1934
***Chicago & St. Louis*—1st mortg**	150	1885	1,000	1,500,000	6	M. & S.	New York.	Mar. 1, 1915
***Chicago St. Louis & Pittsb.*—Common stock**	635	....	100	8,022,411	....	....	.....	.....
Preferred stock (6 per cent cumulative)	635	....	100	17,479,850	....	....	.....	.....
1st mortgage, cons'd. gold ($22,000,000)	580	1883	1,000	13,442,000	5 g.	A. & O.	N. Y., Union Trust Co.	Oct. 1, 1932
1st M. Chic. & G't East. (Chic. to Logansport)	117	....	....	223,000	7	Various	do do	1893 & '95
do Col. & Indianapolis Central	208	1864	1,000	2,631,000	7	J. & J.	do do	Nov., 1904
do Union & Logansp't (U'n City to Logansp't)	93	1865	....	715,000	7	A. & O.	do do	Dec., 1905
do Clnn. & Chic. Air Line (Richm'd to Logans.)	107	....	....	108,500	7	F. & A.	do do	Aug. 1, 1890
2d M. Col. & Indianapolis Central	208	1864	....	780,000	7	M. & N.	do do	Nov., 1904
***Chic. St. Paul & Kan City*—1st, g'l'd, $20,000 p m**	142	1886	1,000	2,800,000	5 g.	J. & J.	New York and London.	July 1, 1936
***Chic. St. Paul Min'polis & Omaha*—Common stock**	1,339	....	100	18,559,626	....	....	.....	.....
Preferred stock	1,339	....	100	11,239,933	3	J. & J.	New York, Office	Jan. 20, 1887
Consol. mortgage ($15,000 per mile)	....	1880	1,000	12,250,292	6	J. & D.	do do	June 1, 1930
Chic. St. Paul & Minn., 1st mort., gold, coup.	177	1878	500 &c.	3,000,000	6 g.	M. & N.	do do	May 1, 1918
North Wisconsin, 1st mortgage	120	1880	1,000	800,000	6	J. & J.	do do	Jan. 1, 1930
St. P. & Sioux City, mort., gold, for $7,000,000	605	1879	1,000	6,080,000	6 g.	A. & O.	do do	April 1, 1919
St. Paul Stillwater & Taylors' Falls, 1st mort	23	1878	....	334,800	7	J. & J.	do do	Jan. 1, 1908
Hudson & River Falls, 1st mort	12	1878	....	125,000	8	J. & J.	do do	July 1, 1908
Minneapolis East RR., 1st mort., guaranteed	....	1879	....	75,000	7	J. & J.	do do	Jan. 1, 1909
***Chicago & West. Indiana*—1st mort. (sinking fund)**	....	1879	1,000	2,445,000	6 g.	M. & N.	N. Y., Drexel, M. & Co.	Nov. 1, 1919
General mortgage, gold, sinking fund	....	1882	1,000	6,396,646	6 g.	Q. — M.	do do	Dec. 1, 1932

OPERATIONS AND FISCAL RESULTS.

	1883.	1884.	1885.	1886.
Miles of r'd operated	635	635	635	635
Operations—				
Passengers carried	1,228,701	1,186,779	1,061,091	1,085,418
Passenger mileage	48,146,452	43,891,744	46,840,896	44,970,677
Rate ₩ pass. ₩ mile	2·42 cts.	2·32 cts.	2·21 cts.	2·30 cts
Fr'ght (tons) carried	2,782,043	2,517,062	3,031,595	3,075,385
Fr'ght (t'ns) mileage	526,622,269	484,716,894	612,653,872	587,723,362
Ave. rate ₩ ton ₩ m.	0·72 cts.	0·60 cts.	0·52 cts.	0·59 cts
Earnings—	$	$	$	$
Passenger	1,163,407	1,134,689	1,036,077	1,036,165
Freight	3,781,107	2,902,433	3,159,887	3,418,447
Mail, express, &c.	349,406	359,718	371,632	357,704
Total gross earns	5,293,920	4,396,840	4,567,596	4,812,316
Op exps. and taxes.	4,335,964	3,602,213	3,807,645	3,966,300
Net earnings	$957,956	$794,627	$759,951	$876,016
P.c. of op.ex. to earns.	81·90	81·93	83 36	81·91

INCOME ACCOUNT.

Receipts—	1883.	1884.	1885.	1886.
Net earnings	$957,956	$794,627	$759,951	$876,015
Interest	26,720	1,972	.....	.....
Other receipts	297	78,073	.....	.....
Total income	$984,973	$874,672	$759,951	$876,015
Disbursements—				
Rentals paid	$15,918	$21,224	$21,224	$21,224
Interest on debt	663,363	1,079,602	1,079,241	1,074,121
Net C. C. & I. C. for 3 mos.	120,633	.....	.....	.....
Miscellaneous	.....	.....	17,565	95,789
Total disb'rsm'ts	$799,914	$1,100,826	$1,118,030	$1,191,134
Balance	sur.$185,059	def.$226,154	def.$358,079	def.$315,119

—(V. 42, p. 344, **517**; V. 44, p. **369**, 433, **525**, 526, 653.)

Chicago St. Paul & Kansas City.—(*See Map of Minn. & Northwestern.*)—Des Moines, Ia., to Oelwein, Ia., 132 miles; branches, Valeria to coal mines and Wilsons to Cedar Falls, 10 miles; total, 142 miles; under construction, Des Moines to St. Joseph, 155 miles; at Oelwein, connects with the Minn. & Northwestern, and has a traffic contract with it. The Wisc. Ia. & Nebr. RR. was purchased in July, 1886, for $20,000 per mile in bonds and $20,000 per mile in stock. Bonds are authorized at the rate of $20,000 per mile on road and $5,000 per mile for terminals in cities and for equipment; also, $8,000 per mile additional for double track. Capital stock ($25,000 per mile), $1,500,000. Gross earnings for six months from July 1, 1886, on 115 miles were $138,965; net, $42,523; payment from old company, $25,000; surplus over interest charge, $10,023. R. T. Wilson, New York, President.—(V. 43, p. 72; V. 44, 627.)

Chicago St. Paul Minneapolis & Omaha.—(See map Chicago & Northwestern.) Mileage: Eastern Div.—Elroy to St. Paul, 196 miles; River Falls Branch, 25 miles; Stillwater Branch, 4 miles; South Stillwater Branch 4 miles; Eau Claire Branch, 3 miles; Neillsville Branch, 14 miles; St. Paul to Minneapolis, 10 miles; total, 256 miles. Northern Division—North Wisconsin Junction to Bayfield, 178 miles; Ashland Junction to Ashland, 4 miles; Ashland Shore line, 1 mile; Eau Claire to Chicago Junction, 81 miles; Superior Junction to Duluth, 73 miles; total, 338 miles. St. Paul & Sioux City Division—St. Paul to Sioux City, 269 miles; Minneapolis to Merriam Junction, 27 miles; Lake Crystal to Elmore, 44 miles; Heron Lake to Pipestone 55 miles; Sioux Falls Junction to Salem, 98 miles; Luverne to Doon, 28 miles; total, 521 miles. Nebraska Div.—Covington to Omaha, 126 miles; Coburn Junc. to Ponca, 16 miles; Missouri River transfer, 2 miles; Norfolk Branch to Emerson, 46 miles; Wakefield to Hartington, 34 miles; Wayne to Randolph, 22 miles; total, 245 miles. Total owned, 1,360 miles. Proprietary road, 5 miles. Total of all, 1,365 miles. This was a consolidation July, 1880, of the Chicago St. Paul & Minneapolis (formerly West Wisconsin), the North Wisconsin, and the St. Paul & Sioux City. The St. Paul & Sioux City was a consolidation in August, 1879, of the St. Paul & Sioux City and the Sioux City & St. Paul, forming a main line from St. Paul to Sioux City, 270 miles. The St. Paul Stillwater & Taylor's Falls was consolidated with this company; also the Worthington Sioux Falls & Iowa and Covington & Black Hills.

Preferred stock has a prior right to non-cumulative dividend of 7 per cent from net earnings; but common is never to receive more than is paid on preferred. The Chic. St. Paul & Minneapolis 1st mort. is a 2d on the lands; the land mort. a 2d on road; but no foreclosure can be had except by default on 1st mortgage.

In November, 1882, a controlling interest in the stock was purchased for the Chicago & Northwestern Railway by the acquisition of 93,200 shares of common at an average price of 48·40, and 53,400 shares of preferred at an average of 104·04—the total cost being $10,503,959, which stock is held as an asset of the Chic. & Northwestern Company.

Report for 1886 was in CHRONICLE, V. 44, p. 493. The land sales in 1886 were 194,665 acres for $1,562,803, including lots; land contracts and notes on hand Dec. 31, 1886, $3,093,892; lands undisposed of, 647,197 acres. Earnings, &c., were as follows:

FISCAL RESULTS.

	1883.	1884.	1885.	1886.
Miles operated	1,280	1,318	1,340	1,365
Earnings—	$	$	$	$
Passenger	1,470,558	1,430,711	1,305,515	1,413,218
Freight	3,843,948	4,132,530	4,255,398	4,466,734
Mail, express, &c.	200,778	221,690	253,897	273,315
Tot. gross earnings	5,515,284	5,784,931	5,814,810	6,153,267
Oper'g exp. & txs.	3,623,827	4,007,022	3,721,151	3,848,575
Net earnings	1,891,457	1,777,909	2,093,659	2,304,692
P.c. of op. ex. to earn.	65·70	69·26	63·99	62·54

INCOME ACCOUNT

Receipts—	1883.	1884.	1885.	1886.
Net earnings	1,891,457	1,777,909	2,093,659	2,304,692
Net from land grants	547,777	651,125	721,995	741,065
Other receipts	153,623	212,221	33,235	73,959
Total income	2,592,857	2,641,255	2,848,889	3,119,716
Disbursements—	$	$	$	$
Rentals paid	35,564	49,174	62,982	117,009
Interest on debt	1,222,371	1,320,146	1,334,324	1,337,956
Div. on pref. stock	770,476	787,976	675,408	675,408
Rate of dividend	(7)	(7)	(6)	(6)
Loss on prop. roads	12,356	13,065	12,524	9,624
Tot. disbursem'ts	2,040,767	2,170,361	2,045,238	2,139,997
Balance surplus	552,090	470,894	763,651	979,719

—(V. 42, p. 257, **429**; V. 43, p. 244, 502; V. 44, p. 184, 263, **493**.)

Chicago & Western Indiana.—Owns from Dolton and Hammond, Ill., to Chicago, with a belt railroad and branches, with ware houses, elevator, &c., 48 miles of roads and 132 miles of track in all including 2d, 3d, 4th and siding track (of which 51 miles were leased to the Belt R'y of Chicago), and about 400 acres of real estate. This company leases its road for right of way into Chicago and terminal facilities therein to the Wabash, the Gr. Trunk of Canada, the Chicago & East. Illinois, the Chic. & Atl. and Louisv. New Albany & Chicago roads; the annual rentals stipulated amount to $667,450, exceeding the interest charge considerably. The stock is $5,000,000 and bonds are limited to $10,500,000; the bonds are liable to be redeemed at any time at 105 by a sinking fund, which is provided for by increased rentals to be paid for that purpose. (V. 43, p. **22**.)

Chicago & West Michigan.—Owns from Lacrosse, Indiana, to Pentwater, Mich., 209 miles; branches—Holland Junction to Allegan, 23 miles; Holland to White Cloud, 70 miles; Fruitport to Muskegon, 10 miles; Kirk's Junction to Pickand's Junction, 3 miles; Muskegon to Port Sherman, 6 miles; Woodville to Muskegon River, 17 miles; Mears to Hart, 3 miles; B. R. Junction to Big Rapids, 51 miles; White River Junction to Baldwin, 20 miles; total operated, 413 miles. In 1887 leased to Chicago & Ind. Coal RR., about 18 miles—La Crosse to New Buffalo.

Organized as successors of Chicago & Mich. Lake Shore Jan. 1, 1879, and consolidated in Sept., 1881, with the Grand Haven road, 57 miles, Muskegon to Allegan, and the Grand Rapids Newaygo & Lake Shore, 46 miles, from Grand Rapids to White Cloud.

There are also $24,000 outstanding of Grand Rapids Newaygo & L. S. 2d Div. bonds.

Earnings, &c., have been as follows:

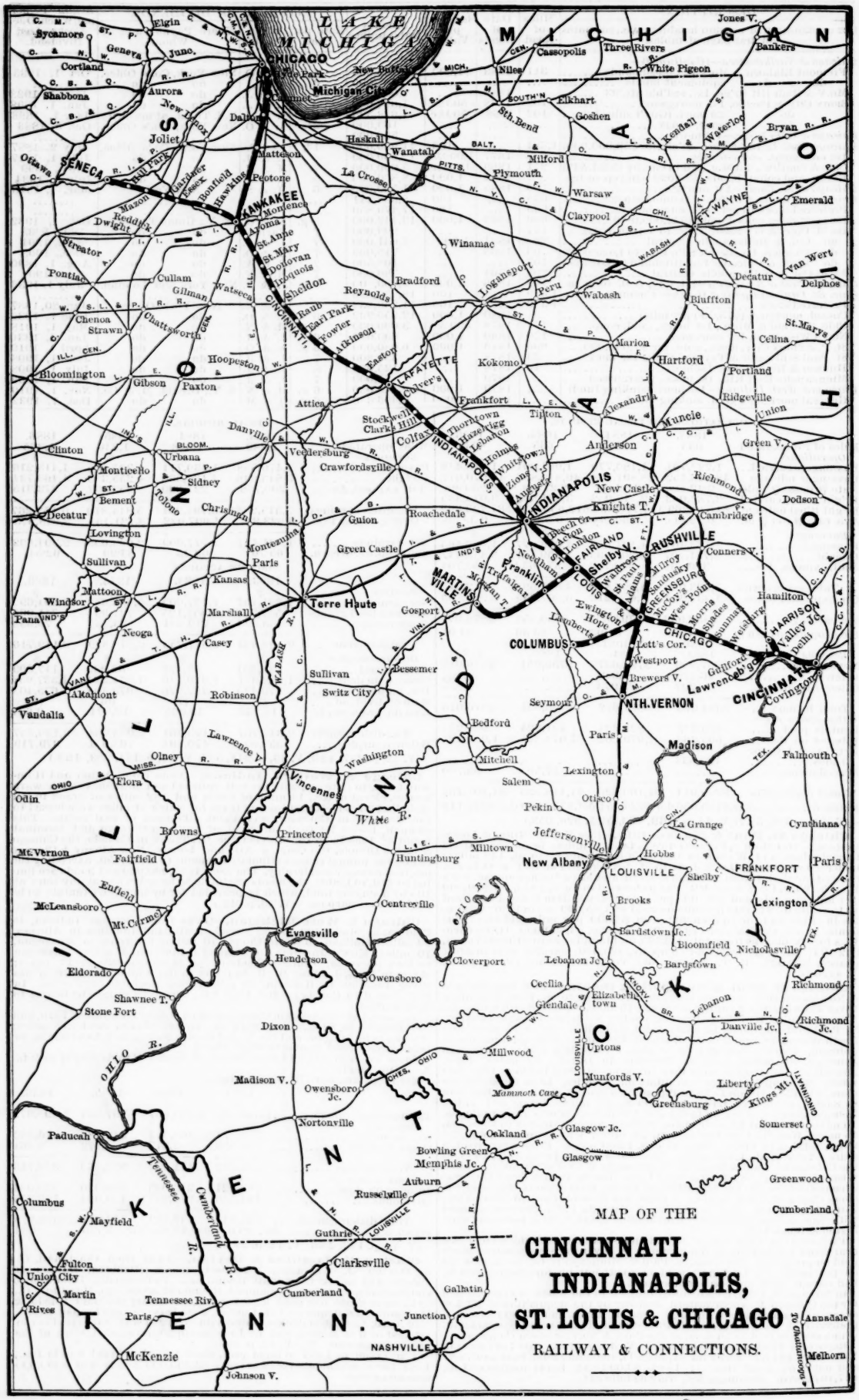
	1883.	1884.	1885.	1886.
	$	$	$	$
Total gross earnings	1,550,098	1,469,667	1,297,301	1,395,979
Receipts—				
Net earnings	364,874	468,977	348,783	370,482
Other receipts	7,559	2,217	4,072	9,261
Total income	372,433	471,194	352,860	379,743
Disbursements—	$	$	$	$
Interest on debt	217,024	222,085	224,030	225,024
Dividends	184,506	215,257	123,004	153,755
Total disbursements	401,530	437,342	347,034	378,779
Balance	def. 29,097	sur. 33,852	sur. 5,776	964

—(V. 42, p. 186, **486**; V. 44, p. 525.)

Cincinnati Hamilton & Dayton.—Owns from Cincinnati, O., to Dayton, O., 60 miles; leased—Dayton & Michigan, Dayton to Toledo, 142 miles; Cincinnati Hamilton & Indianapolis, Hamilton to Indianapolis, 99 miles; Cincinnati Richmond & Chicago, Hamilton, O., to Indiana State line (and leased road), 44 miles; McComb Toledo & D., 9 miles: total operated, 354 miles; each lease reported separately.

In April, 1885, a controlling interest in this road was purchased in the interest of new parties, and in June the directors elected were of the new management. See V. 42, p. 753.

A proposal in 1886 to issue pref. stock was abandoned, and in Jan., 1887, the stockholders voted to issue $2,000,000 bonds and $500,000 common stock.


LAKE MICHIGAN
MICHIGAN
CHICAGO
Michigan City
Niles
Cassopolis
Three Rivers
White Pigeon
Jones V.
Bankers
Elkhart
Goshen
South Bend
Kendall
Waterloo
Bryan
Milford
Plymouth
Warsaw
Claypool
Fort Wayne
Emerald
Winamac
Van Wert
Decatur
Delphos
Bluffton
Peru
Wabash
Logansport
Bradford
Reynolds
Sheldon
Watseka
Gilman
Cullam
Pontiac
Streator
Chenoa
Strawn
Chattsworth
Bloomington
Gibson
Paxton
Hoopeston
Attica
Lafayette
Culver's
Kokomo
Marion
Hartford
Portland
St. Marys
Celina
Ridgeville
Union
Muncie
Anderson
Green V.
Richmond
Dodson
Cambridge
Knights T.
New Castle
Indianapolis
Frankfort
Tipton
Alexandria
Danville
Clinton
Urbana
Monticello
Sidney
Bement
Decatur
Tolono
Chrisman
Veedersburg
Crawfordsville
Stockwell
Clarks Hill
Colfax
Thorntown
Hazelrigg
Lebanon
Holmes
Whitestown
Zions V.
Angola
Roachedale
Guion
Green Castle
Lovington
Sullivan
Mattoon
Windsor
Pana
Neoga
Casey
Paris
Kansas
Marshall
Terre Haute
Montezuma
Martinsville
Franklin
Needham
Trafalgar
Edinburg
Shelby V.
Fairland
Rushville
Conners V.
Hamilton
Harrison
Valley Jc.
Delhi
Cincinnati
Covington
Lawrenceb'g
Gilford
Brewers V.
Westport
Lett's Cor.
Columbus
Chicago
Louisville
Wadesville
St. Paul
Adams
Milroy
Sandusky
Greensburg
McCoy's
West Point
Morris
Sunman
Ewington
Hope
Lamberts
Gosport
Bessemer
Switz City
Sullivan
Robinson
Akanlont
Vandalia
Seymour
Nth. Vernon
Madison
Falmouth
Bedford
Paris
Mitchell
Lexington
Salem
Otisco
Pekin
Washington
Vincennes
Wabash R.
Olney
Lawrence V.
Flora
Odin
Princeton
Browns
Mt. Vernon
Fairfield
Enfield
McLeansboro
Mt. Carmel
Huntingburg
Milltown
Jeffersonville
New Albany
Hobbs
La Grange
Cynthiana
Louisville
Shelby
Frankfort
Paris
Lexington
Brooks
Centreville
Evansville
Ohio R.
Bardstown Jc.
Bloomfield
Nicholasville
Bardstown
Lebanon Jc.
Eldorado
Henderson
Owensboro
Cloverport
Cecilia
Elizabeth town
Glendale
Richmond
Shawnee T.
Stone Fort
Dixon
Millwood
Uptons
Danville Jc.
Richmond Jc.
Madison V.
Owensboro Jc.
Mammoth Cave
Munfords V.
Liberty
Kings Mt.
Greensburg
Somerset
Nortonville
Paducah
Oakland
Glasgow Jc.
Glasgow
Bowling Green
Memphis Jc.
Auburn
Russellville
Columbus
Mayfield
Tennessee R.
Cumberland R.
Guthrie
Greenwood
Cumberland
Fulton
Union City
Martin
Rives
Clarksville
Tennessee Riv.
Cumberland
Gallatin
Paris
Junction
Nashville
McKenzie
Johnson V.
Lannadale
Melhorn
To Chattanooga
MAP OF THE
CINCINNATI,
INDIANAPOLIS,
ST. LOUIS & CHICAGO
RAILWAY & CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princip'l, When Due. *Stocks*—Last Dividend.
Chicago & West Michigan—Stock, new	413	....	$....	$6,150,200	1½	F. & A.	Boston.	Feb. 15, 1887
1st mortgage, New Buff. to St. Jo.	127	1869	1,000	480,000	8	M. & S.	Bost., Treasurer's office.	Sept. 1889
Gr. Rap. Newaygo & Lake Sh., 1st mort. coup.	36	1871	1,000	576,000	8	J. & J.	N. Y. Union Trust Co.	July 1, 1891
Gen'l M. ($12,000 p. mile)	413	1881	1,000	2,794,000	5	J. & D.	.....	Dec. 1, 1921
Cincinnati Hamilton & Dayton—Stock	354	....	100	4,000,000	2	Q.—F.	N. Y., H. S. Ives & Co.	May 1, 1887
Preferred stock	354	....	100	1,000,000	1	Q.—F.	do do	April 1., 1887
Consol. mort. ($996,000 are 7s) sink. fund 1 p. c	60	1875	1,000	2,894,000	5, 6, 7	A. & O.	do do	Oct., 1905
Mortgage bonds, gold	....	1887	....	2,000,000	4½	.....	do do	1937
Cin. Ham. & I. (Junction) RR., 1st mort., guar.	98	1873	1,000	1,800,000	7	J. & J.	do do	Jan., 1903
Cinn. Jackson & Mackinaw—1st, g. ($10,000 p. m.)	263	1886	1,000	3,460,000	5 g.	J. & D.	N.Y., Central Trust Co.	1936
Cincinnati Indianap. St. Louis & Chicago—Stock	382	....	100	10,000,000	1¼	Q.—J.	New York.	July 15, 1887
Ind. & Cin. of 1858, 1st mort.	95	1858	500 &c.	1,598,500	7	A. & O.	N. Y., Amer. Ex. Bank.	Oct., 1888
Indianapolis Cin. & Laf. mortgage	151	1867	1,000	2,790,000	7	F. & A.	do do	Feb., 1897
Cin. & Ind., 1st mortgage	20	1862	1,000	499,000	7	J. & D.	do do	Dec., 1892
do 2d M., guar., and funded coupons	20	1867	1,000	1,329,000	7	J. & J.	do do	Jan., 1892
Gen. 1st mort. gold sink. fund (for $10,000,000)	All.	1886	1000 &c	1,255,000	4 g.	Q.—F.	N. Y., Central Trust Co.	Aug. 1, 1936
Consol. mort.	175	1880	1,000	1,195,000	6	M. & N.	N. Y., Am. Ex. Nat. Bk.	May 1, 1920
Cincinnati Lafayette & Chicago, 1st mort., gold	56	1871	1,000	1,120,000	7 g.	M. & S.	do do	Mch., 1901
Cincinnati Lebanon & North.—1st m. (for $200,000)	37	1886	1,000	100,000	5	J. & J.	Cinn., 4th Nat'l Bank.	1906
Cincinnati & Muskingum Valley—1st mortgage	148	1870	1,000	1,500.000	7	J. & J.	Jan.,'86, cp. paid in Nov.	Jan., 1901
Cincinnati New Orleans & Texas Pacific—Stock	336	....	100	3,000,000	3	....	.....	Feb. 5, 1883
Cin. Richmond & Chic.—1st mort., guar. C. H. & D.	36	1866	1,000	560,000	7	J. & J.	N. Y., H. S. Ives & Co.	July, 1895
2d mortgage, guar. and owned by C. H. & D.	36	1869	1,000	65,000	7	J. & J.	do do	Jan. 1, 1889
Cin. Richmond & Ft. W.—1st mort., gold, guar.	91	1871	1,000	1,800,000	7 g.	J. & D.	N. Y., H. S. Ives & Co.	June, 1921
Cincinnati Sandusky & Cleveland—Stock	190	....	50	4,003,330	2	M. & N.	Boston, Office.	May 1, 1884
Preferred stock	190	....	50	428,850	3	M. & N.	do do	May 2, 1887
Mortgage bonds, Sandusky, Dayton & Cincinnati	....	1866	....	588,000	6	F. & A.	Boston, Nat. Revere Bk.	Aug. 1, 1900
2d mortg. Cinc., Sandusky & Cleve.	....	1867	....	1,072,300	7	J. & D.	Boston, Office.	Dec. 1, 1890
Cincinnati & Springfield—1st mortgage, guar.	48	1871	1,000	2,000,000	7	A. & O.	N. Y., U. S. Trust Co.	April 1, 1901
2d mortgage	48	1872	1,000	651,000	7	J. & J.	do do	1902
Cincinnati Wabash & Michigan—Stock ($3,000,000)	165	....	....	2,043,100	....	....	.....	.....
Cincinnati Washington & Balt.—Common stock	281	....	100	5,886,100	....	....	.....	.....
Preferred stock	281	....	100	12,953,200	....	....	.....	.....

For the nine months ending Dec. 31, 1886, the net surplus applicable to dividends was $358,120. Income account in the fiscal years ending March 31 was as follows, including all the roads operated:

	1883-84.	1884-85.	1885-86.
Gross receipts	$3,042,461	$2,865,933	$2,856,559
Operating expenses and taxes	$2,083,705	$1,841,271	$1,813,899
C. H. & D. div., com. and pref.	236,485	236,940	236,940
Interest	509,840	503,266	490,718
D. & M. dividends	132,015	132,017	132,020
Miscellaneous	6,185	10,650	.....
Total	$2,968,227	$2,724,144	$2,673,577
Net surplus	$74,232	$141,789	$182,982

—(V. 43, p. 131, 334, 487, 671, 718; V. 44, p. 59, 99, 148, 21', 439, 526.)

Cincinnati Indianapolis St. Louis & Chicago.—(*See Map.*)—Owns from Cin. to Lafayette., Ind., 174 miles; Lawrenceburg branch, 3 miles; Harrison branch (partly owned), 7 miles; Fairland F. & M. Road, 38 miles; and Cincinnati Lafayette & Chicago (leased), 76 miles; Vernon Green. & Rush., 44 miles (leased); Kankakee & Seneca (one-half owned), 43 miles; Col. Hope & Green., 26 miles; total operated, 411 miles.

This company was formerly the Indianapolis Cin. & Laf., which road was sold in foreclosure Feb. 2, 1880, and this company organized.

The new 4 per cent mortgage for $10,000,000 will retire all other bonds as they fall due, and leave a surplus of $1,000,000 for other purposes as needed. There are yet outstanding $33,500 Cin. & Ind. fund. coup. 7 p. ct. bonds, due Sept., 1890. In March, 1887, stockholders of record, on the 18th of that month had the privilege of subscribing to $3,000,000 new stock at 65. (V. 44, p. 275.)

For seven months from July 1 gross earnings were $1,615,163 in 1886-7, against $1,419,838 in 1885-6; net, $642,700, against $567,068; surplus over charges, $292,700, against $217,068.

The annual report for the fiscal year ending June 30, 1886, published in the CHRONICLE, V. 43, p. 430, had the following:

INCOME ACCOUNT.

	1882-83.	1883-84.	1884-85	1885-86.
	$	$	$	$
Gross earnings	2,617,457	2,408,589	2,595,859	2,526,934
Net earnings	973,652	903,190	935,678	988,872
Disbursements—				
Interest on bonds	621,159	626,233	624,482	624,234
Dividends	315,000	.....	.....	210,000
Rate of dividends	(4½ p. c.)	.....	.....	(3 p. c.)
Miscellaneous	2,342	5,254	29,045	18,844
Tot. disbursem'ts	938,501	631,487	653,527	853,078
Balance, surplus	35,151	271,703	282,151	133,794

—(V. 42, p. 93, 215, 338, 468, 604, 928, 753; V. 43, p. 22, 73, 190, 368, **430**, 431, 458, 515, 607; V. 44, p. 59, 90, 244, 275, 343, 494.)

Cincinnati Jackson & Mackinaw.—Owns from Franklin, O., north to Cecil, O., 130 miles; Allegan to Dundee, Mich., 133 miles, and has a connection between these two under construction from Cecil to Jackson, Mich., 83 miles; total, 346 miles. This Co. was formed Feb. 12, 1886, by consolidation of the Cincinnati Vanwert & Mich., RR., and the Jackson & Ohio RR., and afterward purchased the property of the Mich. & Ohio sold in foreclosure.

The bonds are issued at $10,000 per mile, covering also equipment which cost about $1,0 0.000, thus reducing the lien on the road to near $7,000 per mile. The authorized issue of 1st mort. bonds will be $6,000,000; pref. stock 6 per cent. non-cumulative, $6,228.00 ; common stock, $11,000,000. Of the 1st mort., $1,200,000 will be used to retire the same amount of Cin. Vanwert & Mich. 1st mort. bonds; and $550,000 to retire the Mich & Ohio car trusts. The Cin. V. W. & M. income bondholders get $1,000 in pref. stock for each $1,000 bond, and the Mich & Ohio first mort. bondholders get $1,000 in pref. stock and $2,000 in common stock for each $1,000 bond.

A syndicate has been formed to build the connection of 83 miles between the two old roads, this syndicate receiving for every $10.000 cash subscribed $8,000 in 1st mort. bonds, $10,000 in pref. stock and $20,000 in common stock.

In 1886 the net earnings were $126,000, and for three months of 1887, gross earnings of this company were $112,380.

Cincinnati Lebanon & Northern.—Dodds, Ohio, to Cincinnati, 36 miles; branches, 1 mile; total, 37 miles. Uses 24 miles, Dodds to Dayton. Total operated, 62 miles. This Co. was formed in 1885, as successor of the Cin. Northern, sold in foreclosure. Stock is $1.000,000. Gross earnings for 17 months to Dec. 31, 1886, $176,691; net, $45,969. (V. 44, p. **243**.)

Cincinnati & Muskingum Valley.—Owns from Morrow, O., to Dresden Junction, O., 148 miles. Chartered as Cinn. Wilm. & Zanes, in 1851 and opened in 1857. Sold under foreclosure Oct. 17, 1863, and reorganized as Cincinnati & Zanesville March 11, 1864. Sold again Dec. 3, '69, and reorganized as at present Jan., '70. Road was leased for 99 years from Jan. 1, '73, to P. C. & St. L., but on Dec. 31, '85, the C. & M. V. Co. resumed possession. Gross earnings in 1886, $491,132; net, $74,511; interest, $105,000; deficit, $47,098. Total amount due lessee Dec. 31, 1886, $1,081,013. Capital stock, $3,997,320. The coupon of Jan. 1, 1886, was paid in Nov., 1886.

Cincinnati New Orleans & Texas Pacific.—(*See Map*).—This is the company organized under the laws of Ohio Oct. 8, 1881, to operate the Cincinnati Southern, and 51 per cent of the stock is held by the English company, the Alabama New Orleans & Texas Pacific Junction Co., Limited. The Cincinnati Southern road extends from Cincinnati to Chattanooga, Tenn., 336 miles. The Ala. N. O. & T. P. also controls the Vicks. & Mer., 142 miles; Vicks. Shrev. & Pac., 189 miles; N. O. & No. East., 196 miles; and Spanish Fort RR., 13 miles. See title in this SUPPLEMENT. The rental due the Cincinnati Southern is $812,000 per year till 1886, then $912,000 till 1891, $1,012,000 till 1896, $1,102,000 till 1901, and $1,262,000 till 1906. The annual report for 1886 in V. 44, p. 243, gave the following income account for three years:

	1884.	1885.	1886.
Total earnings	$2,658,184	$2,681,546	$2,882,172
Working expenses and taxes	1,836 974	1,710,535	1,833,579
Net earnings for the year	$821,210	$971,011	$1,048,593
Deduct—			
For rental	812,000	812,000	834,043
Surplus revenue	$9,210	$159,011	$214,549

—(V. 42, p. **240**; V. 43, p. 125, 210, 774; V. 44, p. 21.)

Cincinnati Richmond & Chicago.—Owns from Hamilton, O., to Indiana State Line, 37 miles; leased, Richmond, Ind., to Ohio State Line, 7 miles; total operated, 44 miles. Reorganized May 3, 1866, and leased in perpetuity from February, 1869, to Cincinnati Hamilton & Dayton Co., this company to receive all surplus after expenses and bond interest. Gross earnings in 1882-83, $251,003; net, $109,844; int., $53,900; surp., $55,944. Gross in 1883-4, $247,911; net, $86,256; int., $43,120; surplus, $43,068. Capital stock, $382,600.

Cincinnati Richmond & Fort Wayne.—Owns from Richmond, Ind., to Adams, Ind., 86 miles; leased, 5 miles of Pittsburg Fort Wayne & Chicago; total operated, 91 miles. Leased for 99 years to Grand Rapids & Indiana, the rental being net earnings; interest is guaranteed by the lessees and by the Pennsylvania Company and Cincinnati Hamilton & Dayton Company, jointly. Gross earnings in 1885, $383,585; net, $103,546; loss to guarantors, $68,116. Gross in 1886, $225,090; loss to guarantors, $50,873. Capital stock, $1,709,192. Total advances by guarantors, $988,466.

Cincinnati Sandusky & Cleveland.—Owns from Sandusky, Ohio, to Dayton, Ohio, 154 miles; branch, Carey to Findlay, 16 miles; leased, Columbus Springfield & Cincinnati, 44 miles; total operated, 214 miles, less the division between Springfield & Dayton, 24 miles, which is leased to the Clev. Col. Cinn. & Indianapolis. The preferred stock has a lien by deposit of old bonds in trust. In April, 1881, a lease was made to the Indiana Bloomington & Western, but litigation ensued, and the I. B. & W. went to foreclosure. Afterward it was reported that after the sale the two companies would be consolidated. See V. 43, p. 458. (V. 42, p. 694; V. 43, p. 49, 244, 309, 398, 458; V. 44, p. 90.)

Cincinnati & Springfield.—Operates from Cincinnati, Ohio, to Springfield, Ohio, 80 miles, of which 32 miles were leased from other companies. The whole is leased and operated by Cleveland Col. Cin. & Ind. Co., giving them a line into Cincinnati, and depot accommodation. Lessees apply any excess over rentals to C. & S. stock. Interest is guaranteed on the first mortgage, one-half by the lessees and one-half by L. Shore & Mich. Southern. Stock is $1,100,000. To January, 1886, the C. C. C. & I. had advanced $2,769,167. Gross earnings in 1884, $910.908; net earnings, $193,068; rentals, $166,060; interest, $185,570; total, $351,630; deficit, $174,947. Gross in 1885, $886,104; net, $193,562; rentals, $167,322; interest, $185,570; other payments, $15,500; total, $368,392; deficit. $174.829

Cincinnati Wabash & Michigan Railway.—Owns from Benton Harbor, Mich., to Anderson, Ind., 165 miles. Sold Nov. 5, 1879; for account of bondholders. New company organized April, 1880, Total stock authorized, $3,000,000. Gross earnings for 1886, $389,139; net, $98,404. Gross in 1885, $321,790; net, $58,655. J. H. Wade, President, Cleveland, Ohio.

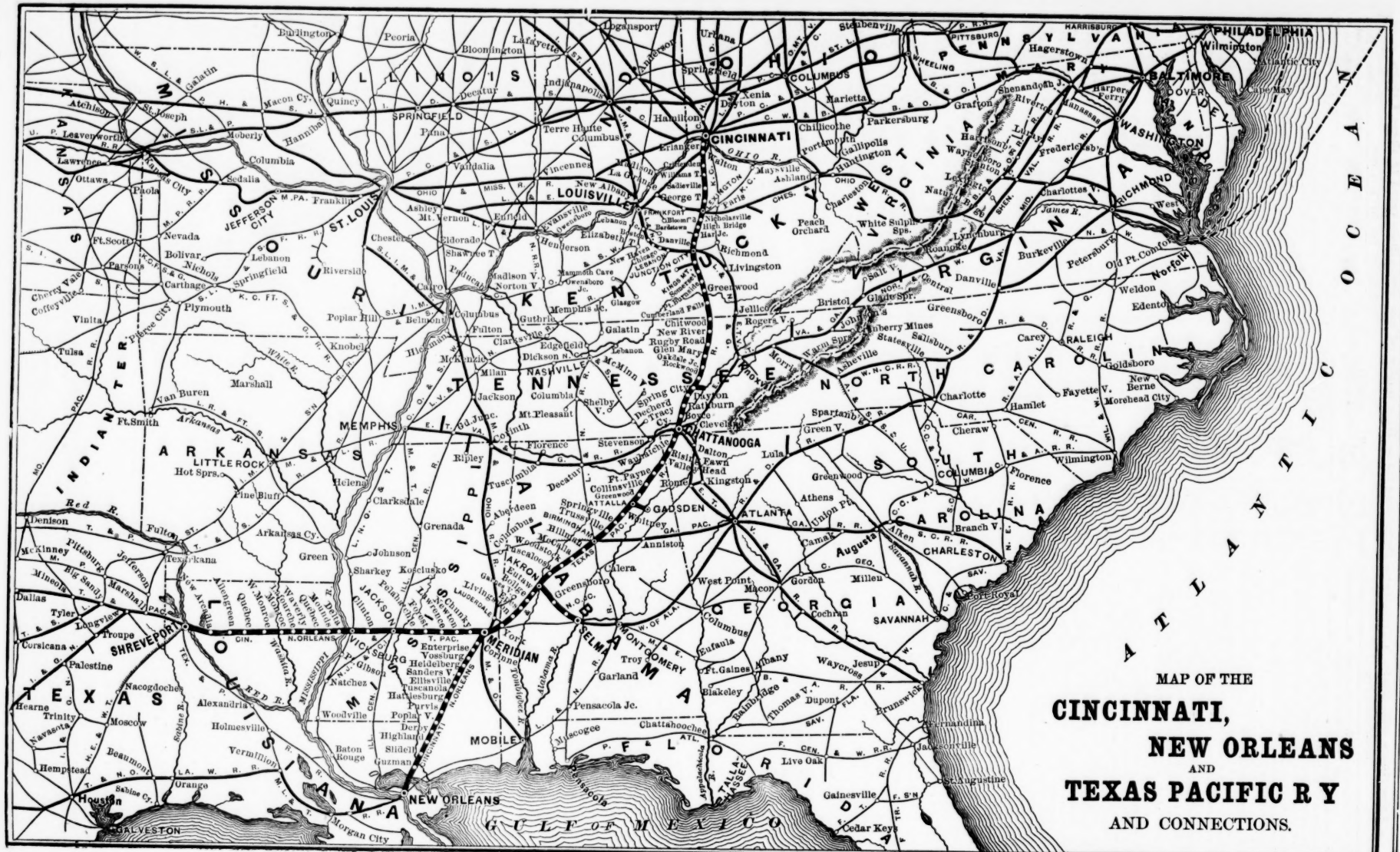
Cincinnati Washington & Baltimore.—(*See Map of Balt. & Ohio.*)—Cincinnati, O., to Belpre, O., 193 miles; branches—Marietta to Belpre, 11 miles; Portsmouth to Hamden, 55 m; Blanchester to Millsboro, 22 m.; total, 281 m.

The Marietta & Cincinnati Co. was sold in foreclosure Dec. 9, 1882, and re-organization was made Feb. 7, 1883, under this name.

Prior lien bonds were issued for receiver's certificates. Of the first mortgage bonds, $1,250,000 were issued for the Cincinnati & Baltimore Railroad stock, and bear 6 per cent, the balance bear 4½ per cent and are guaranteed by the Balt. & Ohio Railroad Company. The income bondholders have voting power.

The annual report for 1886 had the following:

Earnings from—	1884.	1885.	1886.
Passengers	$536,198	$461,412	$533,797
Freight	1,079,861	1,019,277	1,242,693
Mail, express, &c.	238,249	224,581	233,916
Total earnings	$1,854,308	$1,705,270	$2,010,406
Operating expenses and taxes	1,408,371	1,464,830	1,462,943
Net earnings	$445,937	$240,440	$547,463


MAP OF THE
CINCINNATI,
NEW ORLEANS
AND
TEXAS PACIFIC R Y
AND CONNECTIONS.
CINCINNATI
LOUISVILLE
ST. LOUIS
MEMPHIS
NEW ORLEANS
SHREVEPORT
MERIDIAN
CHATTANOOGA
ATLANTA
BIRMINGHAM
MOBILE
GALVESTON
SAVANNAH
CHARLESTON
BALTIMORE
WASHINGTON
PHILADELPHIA
RICHMOND
NORFOLK
RALEIGH
ATLANTIC OCEAN
GULF OF MEXICO
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENNSYLVANIA
ARKANSAS
LOUISIANA
TEXAS
FLORIDA

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see note on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Cincinnati Washington & Baltimore—(Continued)—								
1st mort. gold (the 4½s are guar. by B. & O)	....	1883	$1,000	$7,171,703	4½g& 6g	M. & N.	N.Y.,Farm's' L.& Tr.Co.	Nov. 1, 1931
2d mortgage, gold	....	1883	1,000	3,031,000	5 g.	J. & J.	do do	Nov. 1, 1931
Prior lien, gold	....	1883	1,000	500,000	4½g.	A. & O.	do do	April 1, 1893
3d mort., gold (3 pr. ct. for 10 years and 4 after)	....	1883	1,000	2,270,000	3-4	F. & A.	do do	Nov. 1, 1931
1st income mort., non-cumulative, gold	....	1883	1,000	3,500,000	5	....	do do	Nov. 1, 1931
2 income mort., non-cumulative	....	1883	1,000	4,000,000	5	....	do do	Nov. 1, 1931
Baltimore Short Line mortgage	....	1869	1,000	750,000	7	J. & D.	do do	Dec. 1, 1904
Cincinnati & Baltimore mortgage	....	....	1,000	500,000	7	J. & J.	Cin., C. W. & B. Office.	Jan. 1, 1900
Scioto & Hocking Valley mortgage	....	1852	....	300,000	7	M. & N.	N.Y.. Farm.Ln.& Tr.Co.	May 1, 1898
Cleveland Akron & Columbus—Stock	144	....	100	4,000,000	1½	....	N. Y., J. A. Horsey.	Feb. 1, 1887
1st mortgage bonds	144	1886	500 &c.	600,000	6	J. & J.	do do	Jan. 1, 1926
Cleveland & Canton.—Stock ($2,800,000 is pref.)	....	....	....	9,800,000	....	....	.....	.....
Bonds	....	....	....	340,000	....	....	.....	.....
Cleveland Columbus Cincinnati & Ind.—Stock	391	....	100	14,991,600	2	F. & A.	N. Y., U. S. Trust Co.	Feb. 1, 1883
1st mortgage Bel. & Ind.	202	1864	1,000	241,000	7	J. & J.	do do	Until 1899
do C. C., C. & I. sinking fund	390	1869	1,000	3,000,000	7	M. & N.	do do	May, 1899
Cons. mortgage (sink. fund 1 p. c.)	390	1874	1,000	4,007,000	7 or 6 g.	J. & D.	New York or London.	June 1, 1914
General consol. mort., gold (for $12,000,000)	....	1884	1,000	3,205,000	6 g.	J. & J.	New York.	Jan. 1, 1934
Clevel. Lor. & Wheel.—Cl. Tusc. Val. & W. 1st M.	158	1878	....	700,000	7	A. & O.	N.Y.. Union Trust Co.	Oct. 1, 1898
Cleveland & Mahoning Valley—Stock	127	....	50	2,759,200	(l)	M. & N.	Cleveland, Office.	(l)
1st mortgage, extended	67	1873	500 &c.	740,500	7 g.	F. & A.	N. Y., U. S. Trust Co.	Aug. 1, 1893
3d mortg. (now 2d)	67	1876	500 &c.	654,600	7	M. & S.	do do	Sept. 15, 1896
New mortgage for $1,300,000	....	....	....	(l)	....	....	.....	.....
Niles & New Lisbon, 1st mortgage	35	1870	500 &c.	500,000	7	J. & J.	N. Y., Union Trust Co.	Jan., 1890
Cleveland & Marietta.—Stock	99	....	....	(l)	....	....	.....	.....
Cleveland & Pittsburg—Guaranteed stock	226	....	50	11,246,971	1¾	Q.—M.	N. Y., Farm. L. & T. Co.	June 1, 1887
4th mortgage (now 1st)	199	1862	500	1,096,000	6	J. & J.	do do	Jan., 1892
Consolidated sinking fund mort. for $5,000,000	199	1867	1,000	2,240,000	7	M. & N.	do do	Nov. 1, 1900
Construction and equipment bonds, Series "A"	....	1873	1,000	1,689,000	7	J. & J.	do do	Jan. 1, 1913
Do do Series "B"	....	....	....	401,000	7	....	.....	.....
Cleveland Youngs. & Pitts.—1st M., gold	....	1882	1,000	1,600,000	6 g.	J. & J.	Last paid Jan., 1884	July 1, 1921
Colebrookdale—1st mortgage	13	1868	$100&c.	$800,000	6	J. & D.	Phila., Phil. & R. Office.	June 1, 1898

INCOME ACCOUNT.

	1884.	1885.	1886.
Net earnings	$445,937	$240,440	$547,463
Disbursements—			
Interest on bonded debt	$392,072	$693,275	$693,175
Other interest and miscellaneous.	28,594	1,213	403
Total disbursements	$720,667	$694,488	$693,583
Balance, deficit	$274,730	$454,048	$146,120

—(V. 42, p. 207, **517**; V. 43, p. 308, 398; V. 44, p. 60, 90, 491.)

Cleveland Akron & Columbus Railway.—Owns from Hudson, O., to Columbus, O., 144 miles. Default was made July, 1874, by Cleveland Mount Vernon & Delaware. Sold in foreclosure in 1882 to parties representing the Holland bondholders. The company was reorganized under this title in Jan., 1886. The 1st mort. bonds may be redeemed Jan 1, 1890. Gross earnings in 1885, $542,915; net, $130,532; charges, $56,828. Gross in 1885, $193,890; net, $88,001. Report for 1886 in V. 44, p. 433. (V.42, p. 93; V. 44, p. 275, 369, **433**.)

Cleveland & Canton.—Line of road—Cleveland to Coshocton, O., 115 miles; Canton to Sherrodsville, 43 miles; Oneida to Minerva, 3 miles; total, 161 miles. The Connotton Valley Railroad was sold in foreclosure May 9, 1885, and this company was organized with an authorized capital of $4,000,000 common and $8,000,000 preferred stock. In May, '87, stockholders voted to negotiate a mortgage of $2,000,000 to change the gauge to standard. The gross earnings for year ending Dec. 31, 1886, were $358,219; net, $76,679. See full report to Dec. 31, 1886, V. 44, p. 120. For three months from Jan. 1, 1887, gross earnings were $78,120, against $71,149 in 1886; net, $12,213, against $11,350. (V. 42, p. 338, 364, 548, 604; V. 43, p. 244, 487; V. 44, p. **120**, 211, 275, 400, 433, 621.)

Cleveland Columbus Cincinnati & Indianapolis.—Owns from Cleveland, O., to Columbus, O., 138 miles; Galion, O., to Indianapolis, Ind., 203 miles; Delaware, O., to Springfield, O., 50 miles; leased, Cincinnati & Springfield RR., 80 miles; Levering Station to Mount Gilead, 2 miles; Ind. & St. Louis RR., Indianapolis to Terre Haute, 72 miles; St. L. Al. & T. H., East St. Louis to Terre Haute, 189 miles; Alton branch, 4 miles; total owned, leased and operated, 738 miles. This was a consolidation in April, 1868, embracing the C. C. & C. and the Bellefontaine roads; subsequently leased Cinn. & Spring. RR. and St. L. Al. & T. H. RR., and purchased Ind. & St. L. RR.

The company paid dividends prior to 1877, but after that the large decline in rates for through freight and the heavy rentals paid reduced the company's income so that no further dividends were paid until February, 1880, and none after that till February, 1883. In 1882 the company acquired control of the Indianapolis & St. Louis, and made a new lease of the St. Louis Alton & Terre Haute Railroad. The sinking fund provision of consolidated bonds may be canceled at option of holders, and the bonds so stamped.

For three months from Jan. 1 to M'ch 31 gross earnings were $1,003,660, against $492,574 in 1886; net, $364,284, against $253,374; deficit under interest, taxes, betterments, &c., $119,761, against deficit of $19,394 in 1886.

The annual report for 1886 was in the CHRONICLE, V. 44, p. 368.

On the C. C. & I. C. proper, the results for four years were as follows:

OPERATIONS AND FISCAL RESULTS.

	1883.	1884.	1885.	1886.
Miles owned	391	391	391	391
Operations—				
Passenger mileage	43,548,617	42,176,610	38,145,360	39,496,055
Rate ₱ pass. ₱ mile	2·217 cts.	2·133 cts.	2·091 cts.	2·150 cts.
Freight (tons) mil'ge.	408,436,350	397,678,278	428,691,881	423,545,587
Av. rate ₱ ton ₱ mile	0·751 cts.	0·633 cts.	0·577 cts.	0·679 cts.
Earnings—	$	$	$	$
Passenger	965,693	899,435	797,679	849,168
Freight	3,068,717	2,518,873	2,471,863	2,877,157
Mail, express, &c.	178,697	182,038	186,865	194,165
Total gross earn'gs.	4,213,107	3,600,346	3,456,407	3,920,490
Oper. exp. & taxes	3,143,526	2,875,853	2,812,182	2,699,361
Net earnings	1,069,581	724,493	644,225	1,221,129

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	1,069,581	724,493	644,225	1,221,129
Rentals and interest	129,497	211,396	213,032	265,626
Miscellaneous	165,531	13,805	.....	.....
Total income	1,364,609	949,694	857,257	1,484,755
Disbursements—				
Interest on debt	507,453	602,540	659,385	702,810
Dividends	(2) 299,984	.....	.....	.....
Miscellaneous	26,995	102,633	79,896	2,133
Total disbursem'ts	834,432	705,173	739,281	704,943
Balance surplus	530,177	244,521	*117,976	*779,812

* From the surplus as here given each year, there was spent for additions to property: In 1885, $177,144; in 1886, $185,418.

—(V. 42, p. 93, 155, 304, **337**, 481, 614, 643; V. 43, p. 22, 131, 309, 398, 579, 671; V. 44, p. 21, 59, 184, 308, 357, **368**, 526, 621.)

Cleveland Lorain & Wheeling.—Owns from Lorain, O., to West Wheeling, O., 158 miles. Chartered as Lake Shore & Tuscarawas Valley in 1870 and opened in 1873. Sold under foreclosure Jan. 26, 1875, and reorganized as Cleveland Tuscarawas Valley & Wheeling. In February, 1883, road sold and reorganized as Cleveland Lorain & Wheeling. Common stock is $1,000,000 and preferred $1,600,000. In 1885 gross earnings were $755,447; net, $212,111. In 1886 gross earnings, $814,357; net, $257,403; interest, $49,000; surplus, $208,403. (V. 42, p. 631; V. 44, p. 653.)

Cleveland & Mahoning Valley.—Owns from Cleveland, O., to Sharon, Pa., 81 miles; Niles, O., to New Lisbon, O., and branches, 46 miles; total operated, 127 miles. It was leased to Atlantic & Great Western in perpetuity from October 1, 1861. A new lease was made to the reorganized company, New York Penn. & Ohio, till Oct. 1, 1962, at $357,180 per year till Jan., 1885, and $412,180 per year afterward.

Cleveland & Marietta.—Operated from Marietta, O., to Canal Dover and branch 99 miles, and 7 miles, Valley Junction to Canal Dover, leased. The Clev. & Marietta was successor to the M., Pittsb. & Clev., foreclosed in 1877. The road was again foreclosed May 5, 1886, and reorganized, and $2,000,000 new stock issued and held in trust for old mortgage bonds. Consolidation with the Valley RR. of Ohio is proposed. Earnings in 1885-6, $293,362; net $82,813. G. H. Candee, Secretary and Treas., 52 William St., N.Y. (V. 42, p. 430, 575; V. 43, p. 431; V. 44, p. 653.)

Cleveland & Pittsburg.—(*See Map Penn. RR.*)—Cleveland, O., to Rochester, Pa., 124 miles; branches—Bayard, O., to New Phila., 31 miles; Yellow Creek to Bellaire, 43 miles; leased, Rochester to Pittsburg (P. Ft. W. & C.), 26 miles; total operated, 226 miles. The property was leased for 999 years from Dec. 1, 1871, to Penn. RR. Co., and lease transferred to Penn. Co. May 1, 1872. Rental, 7 per cent on existing capital and $10,000 per year for company expenses, the lessees assuming all liabilities. The terms of the lease were 10 per cent, but the old stock was subsequently converted into a 7 per cent stock by an increase in amount. The annual report for the year ending November 30, 1882, stated that final settlement had been made with the Pennsylvania Railroad Company in the matter of surplus assets remaining to this company, as of the date of the lease, after closing its business, which surplus accrued to the lessee by the terms of the supplementary agreement of November 30, 1871. "The total amount transferred as authorized by the board of directors is $202,291. This sum has been charged against construction, meeting the old balance of net earnings—$330,138—credited to construction in the year 1880."

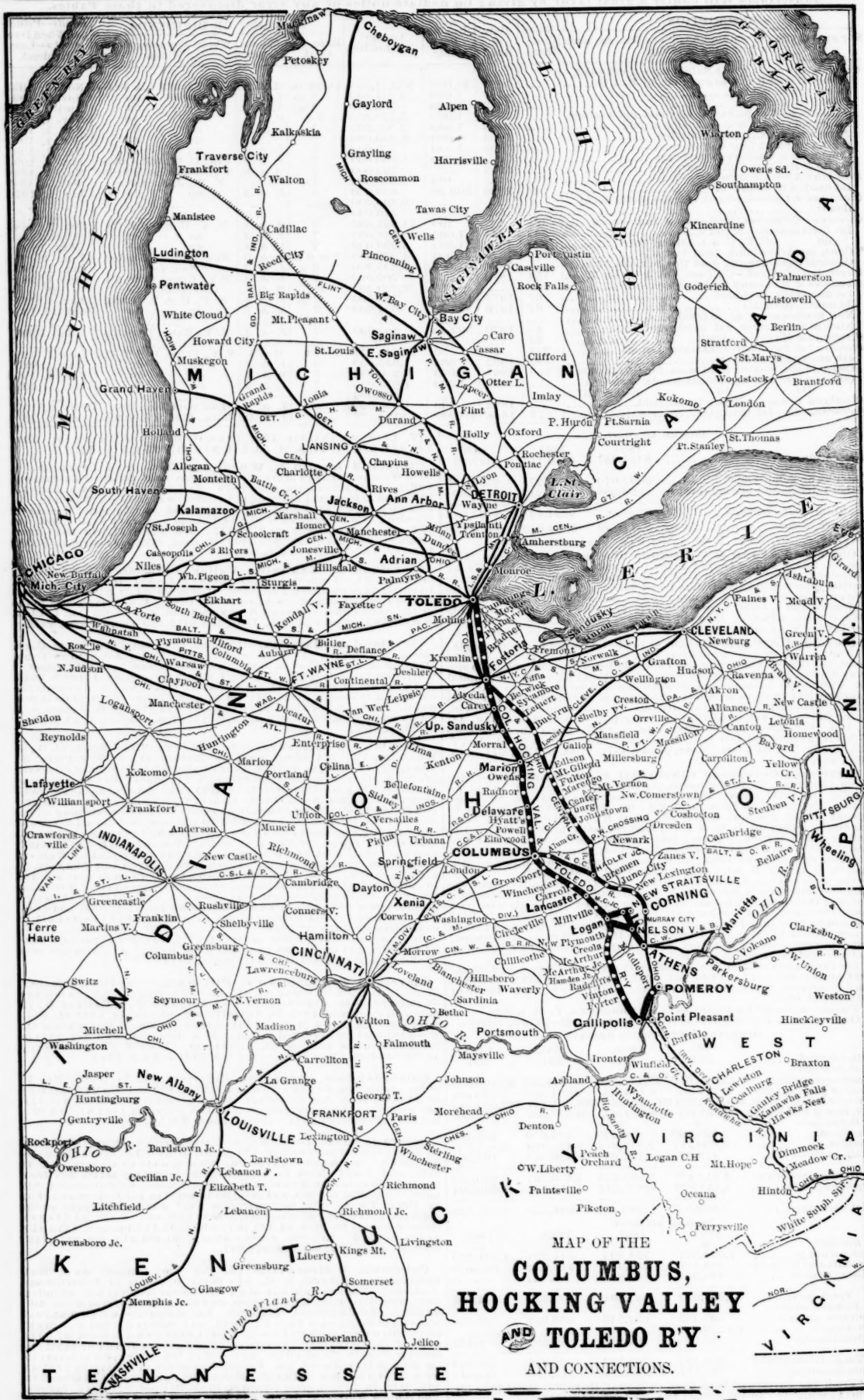
For the year ending November 30, 1886, the gross receipts were $2 885,234, and the deficit to lessee after making all payments was $161,482, against a deficit of $141,981 in 1885.

Cleveland Youngstown & Pittsburg.—Standard-gauge road in progress from Scottsdale, Pa., to Steubenville, O., 100 miles, and 32 miles branches. In operation from Bergholz, O., to Paulans, O., 70 miles. Earnings in 1884-85, $46,861; net, $6,595; in 1885-86, $44,694; net, $7,900. In March, 1884, Robert Martin, of Steubenville, O., was appointed receiver, and in June, '86, a decree of sale was made in favor of Carnegie Bros. Stock, $1,000,000. Henry W. Oliver, President, 15 Cortlandt St., New York. (V. 42, p. 753; V. 43, p. 334.)

Colebrookdale.—Owns from Pottstown, Pa., to Barto, Pa., 13 miles. Leased for 20 years from Jan. 1, 1870, to Philadelphia & Reading, at 30 per cent of gross earnings. Gross earnings in 1885-86, $35,528; net earnings (30 per cent rental), $16,658. Gross in 1884-85, $44,905; net (30 per cent), $13,471. Capital stock, $297,215.

Colorado Central—(*See Map of Union Pacific*)—Denver to Golden 16 miles; Golden to State line, 105 miles; Denver Junction to La Salle, 151 miles; and narrow gauge line from Golden to Georgetown, 34 miles, and Forks Creek to Central City, 11 miles; leases line from Colorado Junction to Wyoming State line, 9 miles; total operated, 327 miles. Chartered in 1865, and main line opened in 1870. It is owned by the Union Pacific. The new mortgage bond was issued to take up the old 8 per cent bonds, of which $37,000 are yet out. Stock, $6,230,300. Gross earnings in 1885, $1,320,765; net, $299,444; interest, $336,030; deficit $36,586. In 1886, gross earnings, $1,391,215; net, $414,112; interest, $336,030; surplus, $78,341.

Columbia & Greenville (S. C.)—The company owns from Columbia to Greenville, S. C., 145 miles; branches to Abbeville and Anderson, 21 miles; total 164 miles. Also owns Laurens RR., 31 miles; and leases Blue Ridge RR., 32 miles, and Spartanburg Union & Col. RR., 69 miles. Total operated, 296 miles. The Greenville & Columbia road was sold in foreclosure April 15, 1880, and reorganization was made under this name; preferred stock, $1,000,000; common stock, $1,000,000; all in $100 shares. A majority of the stock was held by the Richmond & West Pt. Terminal Co., and in May, '86, this road was leased to the Rich. & Danville RR. Co. The gross earnings on all lines in 1884-85 were $724,316; net, $315,176; interest and rentals, $243,156; surplus, $102,009. In 1885-6, gross earnings, $855,231; net, $314,853; interest and rentals, $251,418; deficit, $36,585. (V. 42, p. **21**; V. 43, p. 718.)


MAP OF THE
COLUMBUS,
HOCKING VALLEY
AND TOLEDO R'Y
AND CONNECTIONS.
MICHIGAN
L. HURON
L. ERIE
ONTARIO
INDIANA
OHIO
KENTUCKY
TENNESSEE
VIRGINIA
WEST VIRGINIA
CANADA
Mackinaw
Cheboyan
Petoskey
Gaylord
Alpen
Kalkaska
Traverse City
Grayling
Harrisville
Frankfort
Walton
Roscommon
Tawas City
Manistee
Cadillac
Wells
Ludington
Reed City
Pinconning
Pentwater
Big Rapids
Port Austin
Caseville
Rock Falls
White Cloud
Mt. Pleasant
Bay City
Saginaw
E. Saginaw
Caro
Howard City
St. Louis
Tassar
Clifford
Muskegon
Otter L.
Grand Haven
Grand Rapids
Ionia
Owosso
Lapeer
Imlay
Durand
Flint
Holland
Holly
Oxford
P. Huron
Ft. Sarnia
Courtright
Pt. Stanley
LANSING
Chapins
Howells
Rochester
Pontiac
Allegan
Charlotte
Rives
Lyon
DETROIT
Wayne
L. St. Clair
Monteith
Battle Cr.
Jackson
Ann Arbor
South Haven
Kalamazoo
Marshall
Homer
Ypsilanti
Trenton
Amherstburg
St. Joseph
Schoolcraft
Manchester
Milan
Cassopolis
Jonesville
Dundee
Niles
Hillsdale
Adrian
Monroe
CHICAGO
New Buffalo
Mich. City
Wh. Pigeon
Sturgis
Palmyra
TOLEDO
Elkhart
Fayette
La Porte
South Bend
Kendallv.
Whiteath
Plymouth
Bremen
Rochester
Wilford
Columbia
Butler
Defiance
Kremlin
Fremont
Norwalk
CLEVELAND
Newburg
Grafton
Hudson
Ravenna
Warren
N. Judson
Warsaw
Claypool
Auburn
Continental
Deshler
Wellington
Akron
Logansport
Manchester
Leipsic
Alvada
Carey
Creston
Orrville
Alliance
New Castle
Sheldon
Reynolds
Decatur
Van Wert
Shelby
Canton
Letonia
Huntington
Enterprise
Up. Sandusky
Lima
Morral
Gallon
Mansfield
Massillon
Homewood
Bayard
Marion
Portland
Celina
Kenton
Millersburg
Carrollton
Yellow Cr.
Lafayette
Kokomo
Owens
Edison
Mt. Gilead
Fulton
Mt. Vernon
Steubenv.
PITTSBURG
Williamsport
Frankfort
Bellefontaine
Radnor
Marcedo
Nw. Comerstown
Delaware
Sidney
Union
Versailles
Hyatt
Powell
Johnstown
Coshocton
Dresden
Anderson
Muncie
Elmwood
Newark
Cambridge
Crawfordsville
INDIANAPOLIS
Richmond
Pitua
Urbana
COLUMBUS
Zanes V.
Bellaire
Wheeling
New Castle
Springfield
London
Groveport
New Lexington
Cambridge
Dayton
Winchester
Carroll
NEW STRAITSVILLE
Greencastle
Rushville
Xenia
Lancaster
Millville
CORNING
Terre Haute
Martins V.
Franklin
Shelbyville
Corwin
Washington
Logan
Marietta
Clarksburg
Greensburg
Hamilton
Circleville
New Plymouth
Columbus
CINCINNATI
Morrow
Creola
Athens
Parkersburg
Switz
Lawrenceburg
Loveland
Chillicothe
McArthur
Pomeroy
Weston
Seymour
N. Vernon
Blanchester
Hillsboro
Waverly
Vinton
Portersville
Bethel
Sardinia
Mitchell
Madison
Walton
Portsmouth
Callipolis
Point Pleasant
Hinckleyville
Washington
Falmouth
Maysville
Ironton
Wayne
Jasper
New Albany
Carrollton
La Grange
Johnson
Ashland
Wayandotte
Huntington
Braxton
Huntingburg
George T.
Paris
Morehead
Gentryville
FRANKFORT
Lexington
Denton
Rockport
LOUISVILLE
Bardstown Jc.
Bardstown
Sterling
Winchester
Peach Orchard
Logan C.H
Mt. Hope
Owensboro
Lebanon
Elizabeth T.
Cecilian Jc.
Richmond
Paintsville
Piketon
Occana
Hinton
Litchfield
Lebanon
Richmond Jc.
Owensboro Jc.
Livingston
Kings Mt.
Liberty
Greensburg
Somerset
Glasgow
Memphis Jc.
Cumberland R.
Cumberland
Jelico
NASHVILLE

Subscribers will confer a great favor by giving immediate notice of any error discovered in these tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Colorado Central—1st mortgage, new	323	1879	$1,000	$4,701,000	7 g.	J. & J.	Boston, Treas.'s Office.	July, 1909
Columbia & Greenville—New mort.,g'ld,coup. or reg	164	1881	1,000	2,000,000	6 g.	J. & J.	N.Y., Nat. Park Bank.	Jan. 1, 1916
2d mortgage	164	1881	1,000	1,000,000	6	A. & O.	do do	April 1, 1923
Columbia & Port Deposit—1st mortgage	40	1868	1,000	1,882,000	7	F. & A.	Phila., Penn. RR.	Feb. 1, 1893
Columbus & Conn. Midland—1st M., coupon	71	1884	1,000	2,000,000	6	J. & J.	N.Y., Farm's' L.&Tr.Co.	Jan. 1, 1914
Columbus Hocking Valley & Toledo—Stock	324	....	100	11,696,300	13$^{3}/_{8}$ st'k	....	....	Aug. 19, 1885
Consol. mortgage, gold (for $14,500,000)	324	1881	1,000	8,000,000	5 g.	M. & S.	N. Y., Winslow, L. & Co.	Sept. 1, 1931
General M., g., on road & Hocking Coal & RR. Co.	327	1884	1,000	1,378,000	6 g.	J. & D.	do do	June 1, 1904
Col. & H. V. 1st mortgage, sinking fund bonds	121	1867	500&c.	1,401,000	7	A. & O.	do do	Oct. 1, 1897
Col. & H. V. 2d mortgage bonds	121	1872	1,000	777,000	7	J. & J.	do do	Jan. 1, 1892
Columbus & Toledo, 1st mortgage coupon, s. f.	118	1875	1,000	2,500,000	7	F. & A.	do do	Aug. 1, 1905
do 2d mortgage coupon, s. f.	118	1880	1,000	540,000	7	M. & S.	do do	Sept. 1, 1900
Ohio & W. Va., 1st M. (s. f. $15,000 begins in '86)	85	1880	1,000	1,584,000	7	M. & N.	do do	May 1, 1910
Columbus Springfield & Cincinnati—1st mort	45	1871	1,000	1,000,000	7	M. & S.	Bost.,3 Merchants' Row	Sept. 1, 1901
Columbus & Western—1st mort. (end. by Cent. Ga.)	60	1881	1,000	800,000	6	J. & J.	N. Y., Nat. City B'k.	Jan. 1, 1911
Columbus & Xenia—Stock	55	....	50	1,786,200	2	Q.—M.	Columbus Treasury.	June 10, 1897
1st mortgage	55	1860	1,000	302,000	7	M. & S.	N. Y., Am. Exch. N. B'k	Sept. 1, 1890
Concord—Stock	142	....	50	1,500,000	5	M. & N.	Bost.&Manchester,N.H.	May 1, 1887
Concord & Claremont—Bonds	71	1874	500 &c.	500,000	7	J. & J.	Bost., Treasurer's office	1894
Concord & Portsmouth—Stock, guaranteed	41	....	100	350,000	3$^{1}/_{2}$	J. & J.	Bost.&Manchester,N.H.	June, 1887
Connecticut Central—1st mortgage, cp. or reg	29	1875	500 &c.	325,000	7	A. & O.	New York City.	Oct. 1, 1895
Connecticut & Passumpsic—Stock	147	....	100	2,500,000	2$^{1}/_{2}$	F. & A.	Boston, 95 Milk Street	Feb. 1, 1887
Mortgage bonds	110	1873	100 &c.	1,500,000	7	A. & O.	do	April 1, 1893
Massawippi st'k, guar. same div. as Conn. & Pass.	37	...	100	400,000	2$^{1}/_{2}$	F. & A.	do	Feb. 1, 1887
do bonds, guar. by Conn. & Pass.	37	1870	1,000	400,000	6 g.	J. & J.	do	Jan. 1, 1890
Newport & Richford bonds, guar. by C. & P.	22	1881	1,000	350,000	5	J. & J.	do	Jan. 1, 1911
Connecticut River—Stock	80	....	100	2,370,000	2	Q.—J.	Boston, Springfield, &c.	April 1, 1887
Connecting (Phila.)—1st mortgage	7	1864	1,000	991,000	6	M. & S.	Phila., Penn. RR. Office.	1900-'1-'2-'3-'4
Consol, RR. of Vermont—1st mortg. (for $7,000,000)	185	1883	100 &c.	6,000,000	5	J. & J.	Bost.,Am. Loan & Tr.Co.	July 1, 1913
Missisquoi Railroad bonds	....	1871	500 &c.	500,000	7	J. & J.	St. Albans, W. C. Smith.	Jan. 1, 1891
Corning Cowanesque & Antrim—Debenture bonds	78	1883	1,000	1,250,000	6	M. & N.	Phila. F. I. T. & S. D. Co.	May 1, 1898
Covington & Macon—1st M., gold ($12,000 per m.)	....	1885	1 000	1,224,000	6 g.	M. & S.	New York Agency.	Sept. 1, 1915

Columbia & Port Deposit.—Owns from Columbia, Pa., to Port Deposit, Md., 10 miles. Leased to and operated by Pennsylvania RR. Co. Rental, net earnings. Rental in 1885, $33,150; in 1886. $81,-$107. Capital stock, $497,100; funded debt, $1,882,000, and floating debt (coupons), $1,004,290.

Columbus & Cincinnati Midland. Line of road, Columbus, O., to Clinton Val., O., 71 m. Opened in Nov., '84. Stock, $2,000,000. The company has a 50-years traffic agreement with the Baltimore & Ohio and Cin. W. & Balt. companies. Gross earnings in 1886, $320,259; net, $112,795. Orland Smith, Pres., Cincinnati, Ohio. (V. 44, p. 495.)

Columbus Hocking Valley & Toledo.—(*See Map.*)—Owns main line from Toledo to Pomeroy, 257 miles; branches—Logan to Athens, 26; Logan to Straitsville, 13; Straits'e to Nelsonville, 17; others, 14; total, 328.

This was a consolidation in July, 1881, of the Columbus & Hocking Valley, Columbus & Toledo, and Ohio & West Virginia. The stocks of those companies were purchased and new consolidated stock for $20,000,000 authorized; in August, 1885, a stock dividend of 13$^{3}/_{8}$ per cent was made, bringing the total outstanding up to $11,696,300. Of the consolidated mortgage $6,500,000 was reserved to meet the prior liens, and the "Hocking Coal & RR." joined in making these bonds. The Central Trust Co. of New York is trustee. The general mortgage of 1884 covers the road, and is also a mortgage on the coal property of the "Hocking Coal & RR. Co.," whose stock is owned by the C. H. & T.

A combination was made in 1885 with the reorganized Ohio Central by which the company will be under one management, as per the circular in V. 40, p. 597, and the C. & H. V. guarantees the interest on the T. & O. C. 1st mortgage bonds.

The earnings of 1884 were greatly reduced by the miners' strike in the Hocking Valley, lasting from June, 1884, to March, 1885. Annual report for 1885 in V. 42, p. 517; income for three years was as follows:

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Gross earnings	2,779,382	1,842,475	2,311,003	2,361,403
Net receipts	1,123,812	601,819	977,306	978,010
Disbursements—				
Int. on bds. & car tr.	866,060	866,060	884,564	946.925
Int. on float'g debt	35,725	56,814	61,586	42,832
Int. to Pa. RR. on l'se	22,628	22,277	22,902	22,-81
Miscellaneous	.....	.....	1,490	18,750
Tot. disburse'ts.	924,413	945,151	970,542	1,031,088
Balance	sur.199,399	def. 343,332	sur. 6,764	def. 53,078

—(V. 42, p. 93, 304, 517, 782, 783; V. 43, p. 452, 196; V. 44, p. 90, 117, 148, 211, 275, 400, 493.)

Columbus Springfield & Cincinnati.—Owns from Columbus, Ohio, to Springfield, Ohio, 44 miles. Leased with Cincinnati Sandusky & Cleveland to Indiana Bloomington & Western, May 1, 1881, for 33$^{1}/_{3}$ per cent of gross earnings, with guarantee of $80.000 as minimum. Of the excess over minimum, if any, on 33$^{1}/_{3}$ basis, this company takes one-fifth and Cincinnati Sandusky & Cleveland four-fifths. Capital stock, $1,000,000, and bonds, $1,000,000.

Columbus & Western.—Owns from Opelika to Goodwater, Ala. 60 miles, and Columbus to Opelika, 29 miles—total 89 miles. The Savannah & Memphis RR. was foreclosed June 5, 1880, and this Company organized. Extension was in progress from Goodwater to Birmingham, Ala. The bonds are endorsed by Cen. RR. of Georgia. There are also $260,000 bonds at 8 p. c. due Oct., 1890, int. A. and O. Gross earnings in 1883-84, $176,315; net, $62,076; interest paid, $63,820. Gross in 1884-5, $175,442; net, $53,987. Stock, $1,750,000. W. G. Raoul, President, Savannah.

Columbus & Xenia.—Owns from Columbus, Ohio, to Xenia, Ohio, 55 miles. Is operated as a division of the Little Miami, and is leased for 99 years in connection with that road to the Pittsburg Cincinnati & St. Louis, which pays 8 per cent on stock and provides for the bonds. The lease is guaranteed by the Pennsylvania Railroad Company. The Columbus & Xenia pays 8$^{2}/_{5}$ per cent dividend per annum.

Concord.—Owns from Concord, N. H., to Nashua, N. H., 35 miles; Manchester & North Weare, 19 miles; Hookset Branch, 7 miles; leased—Concord & Portsmouth, 41 miles; Suncook Valley, 20 miles; Nashua Acton & Boston, 20 miles; Manchester & Keene RR., 30 miles; total operated, 172 miles. Fiscal year ends March 31. Annual report, in V. 44, p. 652. Income account was as follows:

INCOME ACCOUNT.

	1883-84.	1884-85.	1885-86.	1886-87.
Gross earnings	$1,142,894	$1,100,864	$1,071,963	$1,166,847
Net earnings	$476,190	$406,379	$452,573	$479,475
Disbursements—				
Rentals	$144.593	$113,319	$112,532	$113,005
Taxes on stock	37.360	37,755	36,872	37,359
Improvements and reserved for imp's, &c.	143,236	104,091	152,314	178,074
Dividends, 10 per cent.	150,000	150,000	150,000	150,000
Total disbursem'ts.	$475,189	$405,165	$451,718	$478,438
Surplus	$1,001	$1,214	$855	$1,037

—(V. 42, p. 752; V. 43, p. 210; V. 44, p. 652.)

Concord & Claremont.—Owns from Concord to Claremont, N. H., 56 miles; branch, Contoocookville to Hillsborough, N. H., 15 miles; leased—Peterboro & Hillsboro RR., 18 miles; total operated, 89 miles. Capital stock, $412,400. Operated by Boston & Lowell RR. Co. at a rental of $41,500 per year.

Concord & Portsmouth.—Owns from Portsmouth, N. H., to Manchester N. H., 40$^{1}/_{2}$ miles. The road was sold to first mortgage bondholders in 1857, and leased to Concord RR. in 1862 for 99 years. Lease rental is $25,000 a-year, which gives 7 per cent a year to present stockholders. There is no debt.

Connecticut Central.—Owns from East Hartford, Ct., to Massachusetts State Line, 20 miles; branch from Melrose to West Street, Ct., 7 miles; total operated, 28 miles. Leased to New York & New England RR. for 15 years from June 1, 1880, the rental to be net earnings, but never to exceed 6 per cent per year on stock. Capital stock, $448,500. Funded debt, $325,000, all owned by New York & New England Railroad, and on suit for foreclosure by the lessee company it was held that they must account to stockholders for the earnings. Gross earnings in 1885-6, $81,912; net, $1,812; interest, $22,750; deficit, $20,938. (V. 42, p. 463, 766; V. 44, p. 275.)

Connecticut & Passumpsic.—Owns from White River Junction Vt., to Canada Line, 110 miles; leased, Massawippi Valley and branch (Canada), 37 miles; total operated, 147 miles. The lease of Massawippi Railroad is at 6 per cent on bonds and same dividends as are paid on the stock of the lessee. In March, 1887, a lease of this road was negotiated to the Boston & Lowell for 99 years on a basis to pay C. & P. stock 5 per cent per annum for ten years and 6 per cent thereafter. Gross earnings in 1884-85, $797,526; net, $299,415. Gross in 1885-86, $758,930; net, $286,981. (V. 43, p. 308: V. 44, p. 400.)

Connecticut River.—Owns from Springfield, Mass., to South Vernon, Vt., 50 miles; branches, 6 miles; leased Ashuelot RR., South Vernon, Vt., to Keene, N. H., 24 miles; total operated, 80 miles. Fiscal year ends September 30. Net earnings, 1885-86, $270,213; 1884-85, $272,222. Pays regular dividends on stock and has no funded debt, but notes payable, $500,000. (V. 43, p. 547.)

Connecting (Philadelphia).—Owns from Mantua Junction to Frankford Junction, Pa., 7 miles. A connecting link in Philadelphia to the West and South. Operated by Pennsylvania Railroad. Rental, 6 per cent on capital stock ($1,278,300); and interest on funded debt ($991,000). The bonds are issued in series A B C and D, maturing respectively in 1900-'1, '2, '3 and '4.

Consolidated Railroad of Vermont.—Road owned—Windsor, Vt., to Burlington, Vt., 120 miles; Essex Junction to Rouse's Point, 65; total, 185 miles. Leased—Addison RR., 16 miles; Montpelier & White River RR., 6; Montreal & Vt. Junction RR., 26; Rutland RR., 120; Stan. S. & Ch. RR., 43; Vermont & Mass., 21; New London No., 100 Brat. & Whitehall RR., 36. Total owned, leased and operated 553 miles. Controls also the Ogdensburg & Lake Champlain RR.

This is the title of the corporation formed on the reorganization of the Central Vermont and Vermont & Canada companies in 1883. On July 1, 1884, the old receivership was finally closed by order of Court and the transfer made to the Consol. of Vermont, which leased all its roads in perpetuity to the Central Vermont RR. Co. Preferred stock is $750,-000, with preference of 6 per cent per annum if earned; common stock, $350,000. In July, 1885, the Grand Trunk of Canada purchased a controlling interest in the stock. The Central Vermont, which operated all this mileage in 1885, reported earnings as $2,533,938 gross and $795,444 net; rent of leased lines $357,750; interest and taxes, $389,633; surplus, $48.061. (V. 43, p. 274, 308; V. 44, p. 453.)

Corning Cowanesque & Antrim.—Owns from Corning, N. Y., to Antrim, Pa., 53 miles; branch, Lawrenceville to Harrison Valley, Pa., 32; total operated, 85 miles. Consolidation (January, 1873) of the Blossburg & Corning RR. and the Wellsboro RR. June 1, 1874, the Cowanesque Valley RR. was absorbed. These lines are leased to and operated by the Fall Brook Coal Co., together with 7 miles owned. Rental paid—6 per cent on bonds, 6 per cent on common stock and 7 per cent on preferred stock; dividends paid quarterly, March 31, &c. Stock—common, $1,500,000, and preferred, $500,000. The coal line of Phila. & Reading and N. Y. Central is over the road of this company, which jointly guarantees the bonds of the Pine Creek Railroad Company. Earnings in 1885-86, $614,688; net, $202,208; rental paid C. C. & A. RR., $150,000; surplus to lessee, $52,208. Earnings in 1884-85, $607,595; net, $179,195; rental paid C. C. & A., $150,000; surplus to lessee, $29,195. George J. Magee, Prest., Watkins, N. Y.

Covington & Macon.—Line of road, Macon, Ga., to Athens, Ga., 92 miles; with other lines projected. Bonds are issued at the rate of $12,000 per mile and capital stock $12,000 per mile. Bonds offered in New York, 1886, by Green & Bateman. Douglass Green, is President.

Cumberland & Pennsylvania.—Owns from Cumberland, Md., to Piedmont, Md., and several branches, 55 miles. It is owned and operated by Consolidation Coal Co., which guarantees second mortgage.

Cumberland Valley.—Owns from Harrisburg, Pa., to Potomac River, Md., 82 miles; leased—Martinsburg & Potomac RR., 12 miles; Dillsburg & Mechanicsburg RR., 8 miles; Southern Pennsylvania RR., 23 miles; controlled, Mont Alto RR., 18 miles, but accounts kept separate; total controlled and operated, 141 miles. Owns or leases several factory roads, in all about 43 miles. The stock is owned in large part by Penn. RR.Co. Large advances have been made to branch roads.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds.	Size, or Par Value	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Cumberland & Pennsylvania—1st mortgage	38	1866	$1,000	$803,500	6	M. & S.	N.Y., Consol.Coal Office	March 1, 1891
2d mortgage, sinking fund, (guaranteed)	38	1868	1,000	392,000	6	M. & N.	do do	May 1. 1888
Cumberland Valley—Stock ($484,900 is preferred)	82	....	50	1,777,850	2½	Q.—J.	Phila. and Carlisle, Pa.	April 1887
1st mortgage	52	....	500&c.	161,000	8	A. & O.	Phila., T.A. Biddle & Co.	April 1, 1904
2d mortgage, sinking fund guaranteed	52	....	500 &c.	109,500	8	A. & O.	do do	April 1, 1908
Southern Pennsylvania, 1st mortgage, gold	24	....	....	625,000	7 g.	M. & S.	.....	Mar. 1, 1900
Danbury & Norwalk—Stock	36½	....	50	600,000	2½	F. & A.	New York and Danbury	Feb. 15, 1887
1st and 2d mortgages	33	'70-'72	100 &c.	400,000	7	J. & J.	N. Y. Nat. Bank Repub.	1890-92
Consolidated mortgage	....	1880	....	100,000	6	J. & J.	do do	1920
General mortgage	36½	1883	100	150,000	5	A. & O.	N. Y., Bnk of Republic.	1925
Dayton & Ironton—First mortgage, gold	155	1885	1,000	1,300,000	6 g.	J. & J.	Bost., Intern'l Trust Co.	Jan. 1, 1925
Dayton & Michigan—Com. stock (3½ guar. C.H.&D.)	141	....	50	2,403,171	1¾	A. & O.	N. Y., H. S. Ives & Co.	April 1887
Preferred stock, (8 per cent. guar. C. H. & D.)	141	1871	50	1,211,250	2	Q.—J.	do do	April 1887
3d mortgage	142	1869	1,000	351,000	7	A. & O.	do do	Oct., 1888
Consol. mortgage, guar. by C. H. & D.	142	1881	1,000	2,324,000	5	J. & J.	do do	Jan. 1, 1911
Toledo Depot 2d mortgage	....	1864	....	53,000	7	M. & S.	do do	March 1, 1894
Dayton & Union—1st mortgage	32	1879	1,000	225,000	7	J. & D.	N.Y., Am.Exch.Nat.Bk.	Dec. 1, 1909
Income mortgage bonds	....	1879	1,000	173,000	6	J. & D.	.....	After 1910
Dayton & Western—1st M., guar. L. M. and C. & X.	41	1864	1,000	495,000	6 & 7	J. & J.	N.Y., Bank of America.	Jan. 1, 1905
Delaware—Stock	100	....	25	1,537,060	3	J. & J.	Dover, Co.'s Office.	Jan. 2, 1887
Mortgage bonds, convertible, guar. P. W. & B.	85	1875	500 &c.	650,000	6	J. & J.	Phil., Fid. I.T.&S.D. Co.	July 1, 1895
Delaware & Bound Brook—Stock, guaranteed	31	....	....	1,692,000	2	Q.—F.	Philadelphia.	May 15. 1887
1st mortgage	27	1875	....	1,500,000	7	F. & A.	Phila., Guar.T.&S.D.Co.	May, 1905
2d mortgage debenture bonds, reg	....	....	....	192,000	6	M. & N.	Philadelphia.	.....
Delaware Lackawanna & Western—Stock	886	....	50	26,200,000	1¾	Q.—J.	N. Y., 26 Exchange Pl.	April 20, 1887
Consol. mort., on roads & equipm't, ($10,000,000)	288	1877	....	3,074,000	7	M. & S.	do do	Sept. 1, 1907
Plain bonds (not mortgage)	....	1872	1,000	600,000	7	J. & D.	do do	June, 1892
Del. Maryland & Va.—Junc. & Breakwater—1st M.	44	1860	....	400,000	4	J. & J.	Philadelphia.	1890
Junc. & Breakwater, 2d mortgage	44	1879	....	250,000	4	F. & A.	do	1899
Breakwater & Frankford, 1st mortgage, reg	19	1873	....	200,000	4	J. & J.	do	1898
Worcester Railroad, 1st mortgage, coupon	35	1876	....	400,000	4	A. & O.	do	1896
Denver & Rio Grande—Stock ($45,500,000)	1,317	....	100	38,000,000	....	....	.....	.....
Pref. stock, 5 per ct., non-cum. ($28,000,000)	1,317	....	100	23,650,000	....	....	.....	.....

Operations and earnings on the main line for four years past were:

Years.	Miles.	Freight (ton) Mileage.	Gross Earnings.	Net Earnings.	—Div. p. ct.— Pref.	Com.
1883	125	30,018,284	$793,063	$223,044	10	10
1884	125	27,965,208	768,332	213,338	9½	9½
1885	125	25,844,869	699,393	255,811	8	8
1886	125	.....	733,708	196,285	8	8

Danbury & Norwalk.—Owns from Danbury, Conn., to Wilson Point, South Norwalk, Conn., 26½ miles; branches to Ridgefield and Hawleyville, together 10 miles; total operated, 36½ miles. In July 1886, a lease of this road was made to the Housatonic for 99 years, the lessee to pay interest and 5 per cent per annum on stock. In 1885-86 net earnings were $92,510; in 1884-5, $80,129. (V. 43, p. 334.)

Dayton & Ironton.—Road from Dayton to Ironton, 155 miles. This company was organized in 1884 as successor to the Southeastern Division of the Toledo Cin. & St. Louis RR., sold in foreclosure June 26, 1884. The narrow gauge is changed to standard, and the total authorized issue of bonds is $1,700,000, including $400,000 reserved to pay old claims. Preferred stock is $2,600,000; common stock, $2,500,000. In Nov., 1886, it was reported that the Cin. Ham. & Dayton had purchased control of this road. (V. 42, p. 487; V. 43, p. 102, 579; V. 44, p. 400.)

Dayton & Michigan.—Owns from Dayton, O., to Toledo, O., 141 miles. Leased May 1, 1863, in perpetuity to the Cincinnati Hamilton & Dayton. Lease amended January 23, 1870. The rental is the interest and sinking fund of debt, and 8 per cent on preferred stock and 3½ per cent on $1,003,300 common. Of the common stock $1,003,300 only is guaranteed 3½ by C. H. & D. Profit to lessee in 1883-84, $161,990; 1884-85, $196,387 The lessees hold $1,399,273 of the common stock.

Dayton & Union.—Owns from Dodson, Ohio, to Union City, Ind. 32 miles; leased Dayton to Dodson, 15 miles; total operated, 47 miles. The Greenville & Miami RR. was sold out Oct. 30, 1862, and re-organized as now in Feb, 1863. Operated by trustees since December, 1871. Capital stock, $86,300. In 1883-4 gross earnings were $136,633; net, $41,136. In 1884-5 gross earnings, $135,140; net, $45,694.

Dayton & Western.—Owns from Dayton, O., to State Line, Ind., 37 miles. Leased in perpetuity from Jan. 1, 1865, to Little Miami, and carried with that road in the general lease to the P. C. & St. L. The lessees are virtual owners and are answerable for all obligations.

Delaware.—Owns from Delaware Junction (P. W. & B.), Del., to Delmar (Md. Line), 84 miles; branches, 16 miles; total operated, 100 miles. The Dorchester & Delaware and Queen Anne & K. railroads now operated by P. W. & B. RR. The Delaware Railroad was opened 1855-60, and is leased for 21 years from 1876 to the P. W. & B. Co.; rental 30 per cent of gross earnings, but stock must have 6 per cent. Gross earnings 1885-86, $671,738; net, $201,522; interest and dividends, $130,734; surplus, $70,547; 1884-85, gross, $144,117; net, $193,225; interest and dividends, $130,734; surplus, $62,501.

Delaware & Bound Brook.—Owns from Bound Brook (Cent. of New Jersey) to Delaware River, 27 miles; branch, main line to Trenton, 4 miles; total operated, 31 miles. In connection with Central of New Jersey and North Pennsylvania forms a line between New York and Philadelphia. In May, 1879, the property was leased for 999 years to the Philadelphia & Reading Railroad Company—the lessee paying interest and 8 per cent on stock after May, 1883. Gross earnings in 1885, $689,432; net, $381 916. In 1886, gross, $736,110; net, $397,829; rental $257,880; net profit to lessee, $139,949. (V. 44, p. 211.)

Delaware Lackawanna & Western.—(*See Map*).—This company operates under lease an extended system of roads in New York, Pennsylvania and New Jersey. Owns from Delaware River (N. J. line) to New York State line, 115 miles; branches—Scranton to Northumberland, 80 miles; Greenville to Winton, Pa., 8 miles; to Storrs, 3 miles; Junction to Keyser Valley, Pa., 5 miles; leased lines in New York—N. Y. Lack. & Western RR., 214 miles; Cayuga & Susquehanna RR., 34 miles; Greene RR. 8 miles; Oswego & Syracuse Railroad, 35 miles; Utica Chenango & Susquehanna Valley RR., 97 miles; Valley RR., 12 miles; controlled and operated—Syracuse Binghamton & New York, 81 miles; leased lines in New Jersey—Chester RR., 10 miles; Morris & Essex, 118 miles; Newark & Bloomfield, 4 miles; Warren RR., 18 miles; Sussex, 30 miles; Passaic & Del., 14; total operated, 886 miles; the Rome & Clin., 13 miles, and Utica Clin. & Bing., 31 miles, were surrendered April, 1883.

In 1882 the important connection to Buffalo, the N. Y. Lack. & West. was opened, and the road was leased by this company. The Lackawanna & Bloomsburg was consolidated with this company June 19, 1873.

The Delaware Lackawanna & Western Railroad publishes no annual report in pamphlet form but merely a circular showing income account and balance sheet. The road was operated mainly as a coal carrier and distributer till 1882, when the line from Binghamton to Buffalo was built and leased to the Delaware Lackawanna & Western, and the company entered the field as a competitor of the trunk lines between New York and Buffalo.

The Delaware Lackawanna & Western formerly paid 10 per cent on its stock, but its numerous railroad leases became onerous, and in the dull times, 1876 to 1880, no dividends were paid; in 1880 3 per cent was paid; in 1881, 6¾; in 1882, 1883, and 1884, 8; in 1885, 7¾; in 1886, 7.

Prices of stock yearly since 1870 have been: 1871, 102@111½; 1872, 91@112½; 1873, 79½@106; 1874, 99@112⅜; 1875, 106½@123; 1876, 64½@120⅜; 1877, 30⅞@77; 1878, 41@61⅞; 1879, 43@94; 1880, 68½@110¼; 1881, 107@131; 1882, 116¼@150¼; 1883, 111½@131½; 1884, 86¾@133⅛; in 1885, 82⅝@129⅝; in 1886, 115@144; in 1887 to May 20, 131¾@138¾.

The following is a synopsis of the company's income account for four years from the report in CHRONICLE, V. 44, p. 273.

	1883.	1884.	1885.	1886.
	$	$	$	$
Gross rec'ts, all sources.	32,819,606	31,311,992	31,091,677	32,312,865
Operating expenses	23,093,048	23,008,147	23,240,572	24,954,433
Betterments	1,072,816	385,033	443,182	164,029
Total expenses	24,165,864	23,393,180	23,683,754	25,118,462
Net receipts	8,653,742	7,918,812	7,427,923	7,224,403

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Net receipts	8,653,742	7,918,813	7,427,923	7,224,403
Interest and rentals	4,946,943	5,113,322	5,187,089	5,186,711
Balance, surplus	3,706,799	2,805,490	2,240,834	2,037,692
Dividends	2,096,000	2,096,000	1,966,000	1,834,000
Rate of dividends	8	8	7½	7
Balance after divid'ds	1,610,799	709,490	275,834	203,692

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1883.	1884.	1885.	1886.
	$	$	$	$
RR. buildings, equip-m't, coal lands, &c.	33,089,386	34,250,418	34,508,017	34,496,431
Stks&bds, own'd, cost	6,503,851	5,449,713	5,374,918	4,770,654
Net cash & cur. acc'ts	*147,987	*527,121	*357,562	*497,331
Materials, fuel, &c.	1,265,810	1,049,712	941,372	1,221,174
Total	41,007,034	41,276,965	41,181,899	41,385,590
Liabilities—				
Stock	26,200,000	26,200,000	26,200,000	26,200,000
Funded debt	4,044,900	4,044,900	3,674,000	3,674,000
Balances	439,560	.....	.....	.....
Surplus account	10,322,574	11,032,065	11,307,899	11,511,590
Total liabilities	41,007,034	41,276,965	41,181,899	41,385,590

* Net balance between liabilities and assets.

—(V. 42, p. 155, **270**, 604; V. 43, p. 580; V. 44, p. 149, 212, **273.**)

Delaware Maryland & Virginia.—Consolidation June 1, 1883, of the Junction & Breakwater, the Breakwater & Frankford and the Worcester railroads. Road extends from Harrington to Rehoboth Del., 44 miles; Georgetown to Franklin City, Va., 54 miles; total, 98 miles. In July, 1885, the company passed into control of the Phila. Wil. & Balt. RR and became part of the Penna. RR. system. Earnings for 1885-86, $149,357; net, $27,317; fixed charges, $50,000; def. $77,317.

Denver & Rio Grande (3 feet.).—(*See Map*)—Owns from Denver City, Colorado, via Pueblo, Salida, Gunnison, Montrose and Grand Junction, to the western boundary of Colorado, where it connects with the Denver & Rio Grande Western, to Salt Lake City and Ogden, making the distance from Denver to Ogden 771 miles, and from Pueblo to Ogden 651 miles. Branches run to Leadville, Dillon, Red Cliff, Crested Butte, Silver Cliff, Chaffee and Hot Springs; also from Pueblo to Silverton, via Cuchara, Alamosa and Durango, with branches to El Moro, Espanola, Del Norte and Wagon Wheel Gap; tot. operated Dec., 31, '85, 1,317 miles.

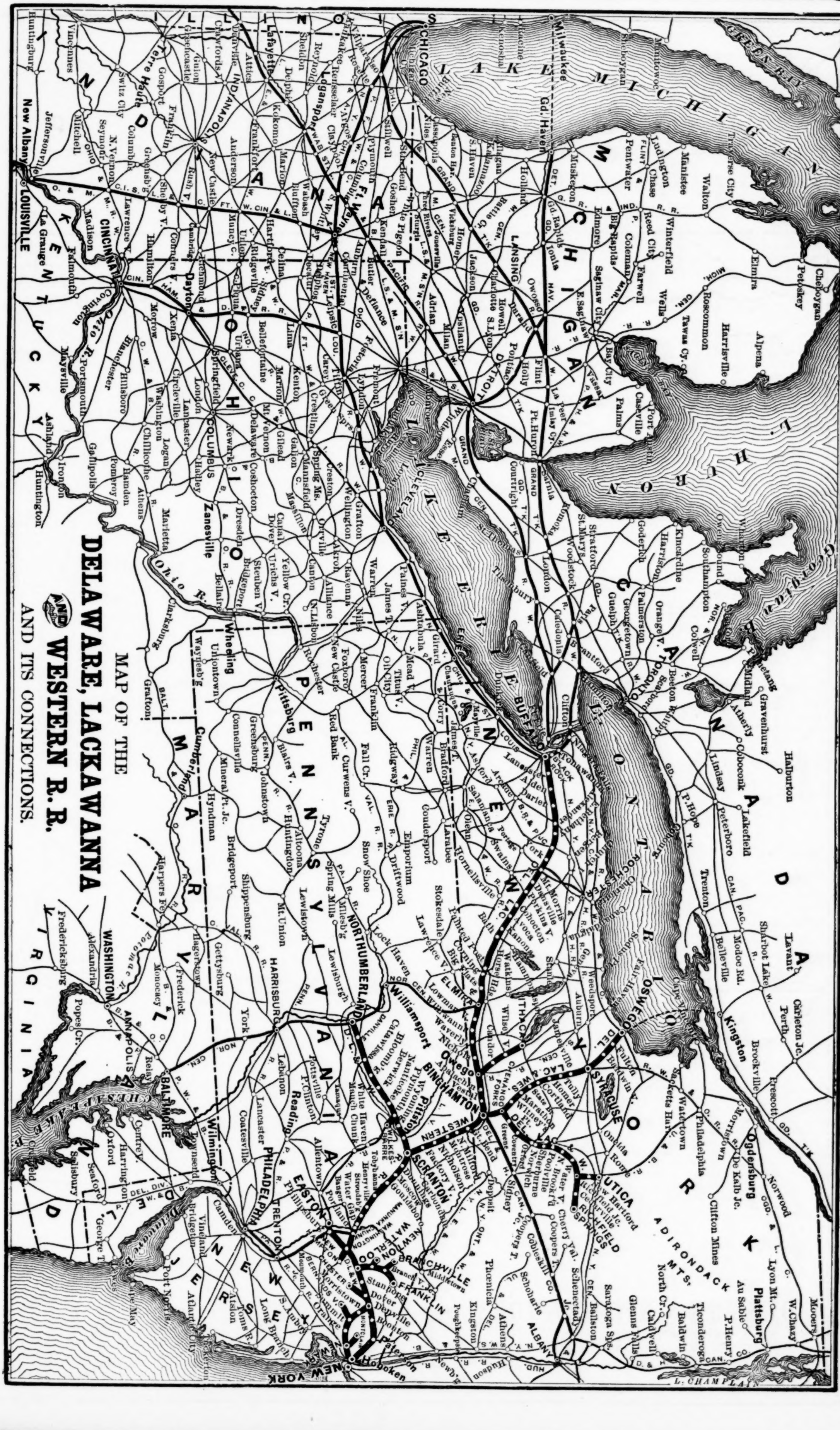
Default was made on the mortgage interest due July 1, 1884, and foreclosure was made under the old cons. mortg., and the road was sold July 12, 1886, for $15,000,000. Reorganization was made July 12, 1886, under the title of Denver & Rio Grande Railroad Co., and W. S. Jackson elected President.

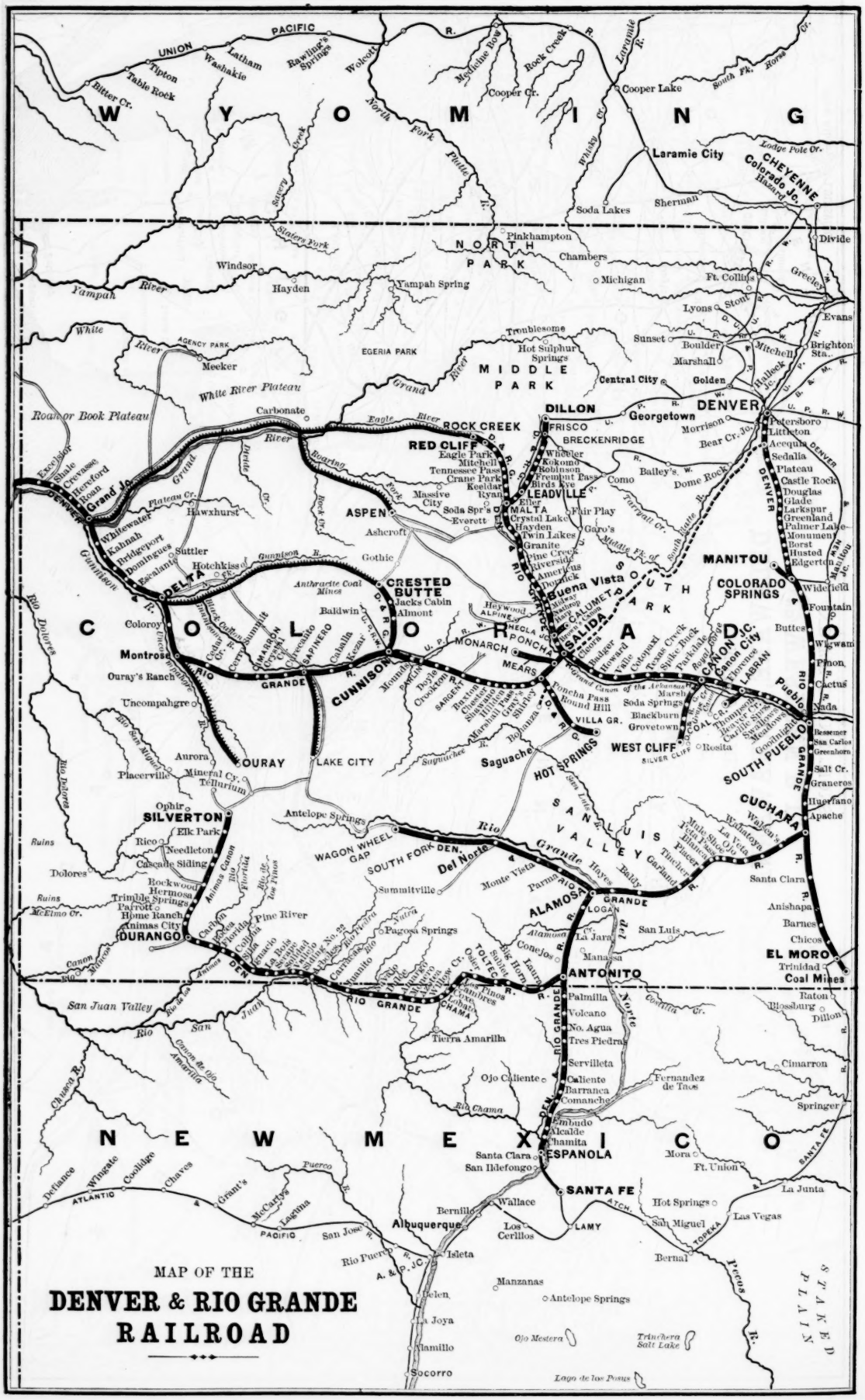
Of the $42,000,000 4 per cent consolidated gold bonds authorized $6,382,500 were reserved to retire the old bonds when due; $6,900,000 retained for acquiring the Denver & Rio Grande Western or to extend the Denver & Rio Grande to Ogden; and $6,142,500 held in the treasury, which can be issued for future capital requirements or the construction of branches, but only with the consent of pref. stockholders. Of the $45,500,000 common stock, $7,500,000 to be held to acquire the Den. & Rio Gr. West., or to build the line to Ogden, and $4,350,000 of pref. stock reserved for the same purpose. The rolling stock is owned by the company; and after reorganization the total annual charge for int rest on bonds was $1,349,775. The preferred stockholders have the right till 1891 to elect two-thirds of the directors, unless dividends are paid out of net earnings for two full years on the preferred stock, after which the directors shall be chosen by all the stockholders.

Gross earnings for three month from Jan. 1 to March 31, 1887, were $1,701,311, against $1,329,834 in 1886; net, $684,992, against $409,417.

Earnings, expenses and net income for four years were as follows, no earnings or expenses of the Utah leased lines being included in 1884 or 1885:

	1883.	1884.	1885.	1886.
Miles oper. Dec. 31	1,679	1,317	1,317	1,317
	$	$	$	$
Total gross earnings	7,361,546	5,552,103	6,119,054	6,738,077
Operating expenses	4,743,111	3,758,530	3,935,273	4,227,417
Net earnings	2,618,435	1,793,573	2,183,781	2,510,660
P. c. of exp. to earn's.	64·43	7·70	64·31	62·74


MAP OF THE
DELAWARE, LACKAWANNA
AND
WESTERN R.R.
AND ITS CONNECTIONS.



MAP OF THE

DENVER & RIO GRANDE RAILROAD

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Denv. & Rio Grande—(Continued)—								
1st mort., gold, sinking fund	295	1870	$500&c.	$6,382,500	7 g.	M. & N.	N. Y. Office, 47 Wm. st.	Nov. 1, 1900
Consol. mortgage, gold (for $42,000,000)	1,317	1886	1,000	22,575,000	4 g.	J. & J.	do do	Jan. 1, 1936
Denv. & R. Gr. West.—1st, g. ($16,000 p.m.), cp. or reg.	370	1881	1,000	6,900,000	6 g.	M. & S.	N. Y., 4th National Bk.	Sept. 1, 1911
Coupon certificates (see V. 41, p. 273)	....	1885	300	(?)	5	M. & S.	do do	At will.
Denver South Park & Pac.—1st M. gold, sinking fd.	150	1876	1,000	1,800,000	7	M. & N.	N.Y., London & Frankf't	May 1, 1903
Consol. mort. gold ($17,000 per mile)	....	1880	1,000	2,925,000	6 g.	J. & J.	N. Y., Co.'s Agency.	Jan. 1, 1921
Denver Texas & Fort Worth—Stock (for $30.000,000)	....	....	....	.....	..	....	.....	.....
Denver Texas & Gulf—1st M. (for $12,000,000)	....	1885	....	In trust.	6	A. & O.	.....	Oct., 1921.
Des Moines & Ft. Dodge—1st mort., coup., guar	88	1874	1,000	1,200,000	4	J. & J.	N. Y., Morton, B. & Co.	June 1, 1905
1st mortgage, income, guaranteed by C. R. I. & P.	88	1874	1,000	1,200,000	2½	J. & J.	do do	June 1, 1905
Mortgage on extension, guaranteed by C. R. I. & P.	56	1881	1,000	672,000	4	J. & J.	do do	June 1, 1905
Des Moines Osceola & Southern—1st M. ($6,000 p.m.)	111	1880	....	879,000	7	J. & J.	Last paid Jan. 1885.	1896
Detroit Bay City & Alp.—1st M., g. ($15,000 p. m.)	170	1883	1,000	2,300,000	6 g.	J. & J.	N. Y., Farm. L. & Tr. Co	1913
Detroit Grand Haven & Milwaukee—Stock	189	....	50	1,500,000	2	....	.....	Dec. 31, 1884
1st equipment mortgage, guar.	189	1878	1,000	2,000,000	6	A. & O.	New York & London.	Nov. 14, 1918
Consolidated mortgage, guar.	189	1878	200 &c.	3,200,000	6	A. & O.	do do	Nov. 15, 1918
Detroit Hillsdale & S. W.—Stock	65	....	....	1,350,000	2	J. & J.	N. Y., Farm. L. & Tr. Co	July 5, 1886
Detroit Lansing & North.—Stock, common	261	....	100	1,825,600	3	F. & A.	Boston.	Feb. 15, 1887
Preferred stock	261	....	100	2,510,000	3½	F. & A.	do	Feb. 15, 1887
1st mortgage	222	1877	500 &c.	2,487,000	7	J. & J.	Boston, 2d Nat. Bank.	Jan. 1, 1907
Ionia & Lansing, 1st mort., coup., may be reg.	59	1869	1,000	770,000	8	J. & J.	do do	July 1, 1889
Saginaw & West. mort., guar. ($15,000 per mile)	32	1883	1,000	566,000	6	J. & J.	do do	July 1, 1913
Dubuque & Dak.—1st M., gold, gu. (payable at 105)	63	1879	1,000	630,000	6 g.	J. & J.	N.Y., John Paton & Co.	July 1, 1917
Dubuque & Sioux City—Stock	143	....	100	4,999,950	5	A. & O.	N.Y., John Paton & Co.	May 14, 1887
1st mortgage, 2d division	43	1864	500 &c.	586,000	7	J. & J.	do do	July, 1894
Notes to retire 1st mortg. (redeem. at pleasure)	....	1888	....	295,000	5	....	.....	1888
Duluth & Iron Range—1st mortgage	....	....	....	1,750,000	....	....	.....	.....
Duluth South Shore & Atlantic—Stock	....	....	....	12,000,000	....	....	.....	.....
Stock, pref., 6 per cent	....	....	....	10,000,000	....	....	.....	.....
1st mortgage, gold	....	....	....	4,000,000	5 g.	....	New York, Agency.	1936
Land grant bonds (income)	....	1881	1,000	4,550,000	7	A. & O.	.....	Oct. 1, 1911
Duluth & Winnipeg—1st mortgage, gold, land grant	..	1881	1,000	18,000 p.m.	6 g.	M. & N.	N. Y.. Central Trust Co.	May 1, 1911

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	2,618,435	1,793,573	2,183,780	2,510,661
Other receipts	114,531	34,401	67,227	46,739
Total income	2,732,966	1,827,974	2,251,007	2,557,40)
Disbursements—				
Interest on debt	2,036,813	.....	572,364	677.697
Ren'l of D.R.G.W.RR.	317,752	.....		.....
Taxes and miscellan's	246,234	225,213		•520,928
Total disbursements	2,600,799	.....	572,364	1,198,625
Balance, surplus	132,167	.....	1,678,643	1,358,775

—(V. 42, p. 60, 93, 197, 215, 304, 364, 430, 487, 575, **603**, 753; V. 43, p. 49, 73, 131, 487, 547, 608, 745; V. 44, p. 21, 59, 117, 211, 244, 466, 586, **652**, 653.)

Denver & Rio Grande Western (narrow gauge).—The mortgage covered lines in Utah Territory of about 469 miles in all, of which there were completed to Jan., '87, 312 miles, Colorado State Line to Ogden, Ut., 312 miles, Bingham Junction to Alta, 18 miles; Bingham Junction to Bingham, 18 miles; P. V. Junction to coal mines 19 miles; other coal mines, 3 miles—total, 370 miles. The stock issued on 469 miles is $7,500,000. About $1,000,000 bonds have been issued on road only partially completed. In August, 1884, W. H. Bancroft was appointed receiver of the D. & R. G. W.

Bondholders have generally accepted the proposal of August, 1885, viz., that the coupons from Sept. 1, 1886, to Sept. 1, 1888, inclusive, shall be paid one half in cash and the coupon of March, 1889, three-fourths cash, full interest being resumed with Sept., 1889. Scrip bearing 5 per cent is given for the coupons to Sept., 1885, and for the portion unpaid of those up to Sept., 1889, this scrip may be redeemed at company's option by payment in full, and no dividend on stock can be paid till it is redeemed. The full interest on bonds is $414,000, but under the plan it was to be $205,689 in 1886, $253,575 in 1887, $263,925 in 1888, $428,283 in 1889, and afterwards $414,000 on the bonds, and 5 per cent on the funding certificates amounting to $67,275 per year, if all the certificates are then outstanding.

In April, 1886, an agreement was made to work harmoniously with the D. & R. G.

The gross earnings for year 1886 were $1,057,093; net, $361,099. Rental for rolling stock since July, 1886, has been out of the expenses. For three months from Jan. 1, 1887, gross earnings were $226,822, against $211,458; net, $56,234, against $58,823. (V. 42, p. 93, 124, 186, 207, 304, 430, 447, 487; V. 43, p. 73, 244, 634, 636; V. 44, p. 59, 60, 91, 211, 466.)

Denver South Park & Pacific (3 ft.)—(*See Map of Union Pacific*).—Denver, Col., to Nathrop, 137 miles; Nathrop to Gunnison, 65 miles; Gunnison to Mount Carbon, 17 miles; Garos to London Junction, 15 miles; Como to Keystone, 35 miles; Bear Creek Junction to Morrison, 10 miles; Dickey to Leadville, 34 miles; Como to Mines, 4 miles; Schwanders to Buena Vista, 4 miles; total, 322 miles. Stock owned by Union Pacific is $6,135,100 out of $6,235,400, and consol. mort. bonds $2,797,000. The U. P. operates the road, but has made no guaranty of the stock or bonds, and after paying unearned interest for some years the Union Pacific on May 1, 1887, let the interest go by default. In 1886 gross earnings, $1,246,538; deficit on operations, $46,304; deficit under interest, &c., $347,804. In 1885 gross earnings, $1,145,494; deficit $16,129; deficit under interest, &c., $320,869. (V. 42, p. 519, 548, 631, 694; V. 44, p. 586, 627, 657.)

Denver Texas & Fort Worth.—Incorporated in 1887 to build from Pueblo, Col., to a connection with the Fort Worth & Denver. Capital stock $30,000,000. See CHRONICLE of April 16, 1887, V. 44, p. 499.

Denver Texas & Gulf.—Projected from Denver, via Pueblo to the Canadian Riv., 350 miles, and to Jan. 1, 1887, Denver to Pueblo, 124 miles, and 13 miles branches, had been completed. Built by a Construction Company. See circular in V. 35, p. 601. In 1886 the Construction Co. became embarrassed and $2,286,000 bonds and $2,540,000 stock pledged were sold by the Mercantile Trust Co. on Sept. 20. On March, 18, 1886, Den. & N. O. road was sold and this company organized. Bonds are issued at the rate of $15,000 per mile, and $15,000,000 is authorized The bonds and stock issued are in hands of a trustee, to be held till the road is built to the Ft. W. & D. C. RR. Jno. Evans, Pres't, Denver. —(V. 42, p. 338, 393.)

Des Moines & Fort Dodge.—Owns from Des Moines to Fort Dodge, Iowa, 87 miles, with an extension 56 miles to Ruthven, connecting with Chicago Mil. & St. Paul. First 87 miles originally a division of the Des Moines Valley RR., built in 1870 and sold ou in 1873. Common stock, $4,283,000; preferred, $758,280.

In November, 1887, an agreement was made for lease to the Chicago Rock Island & Pacific, for 19 years at a rental of 30 per cent of the gross earnings, with a guarantee of 4 per cent interest on the 1st mortg. and extension bonds, and 2½ per cent per annum on the incomes.

Gross earnings from Jan. 1 to March 31, 1887, were $79,186, against $81,829 in 1886; net, $15,489, against $19,101. In 1886, gross earnings were $339,610, net, $87,395. In 1885, gross earnings were $382,420; net, $120,420. Charles E. Whitehead, President, 61 Wall Street. (V. 42, p. 124, **364**; V. 43, p. 579, 738; V. 44, p. 117, 308, 494.)

Des Moines Osceola & Southern.—Projected from Des Moines Ia., to Kansas City, Mo., 300 miles, of which 111 miles, Des Moines to Cainsville, Mo., is built. In Aug., '84, consolidated with Wis. Ia. & Neb. RR. In April, 1885, a receiver was appointed. Stock issued, $500,000; bonds, $6,000 per mile. The road was sold in foreclosure March 1, 1887. (V. 42, p. 22, 549; V. 44, p. 10, 308.)

Detroit Bay City & Alpena—(*See Map*).—From Alger, on Mich. Cent. RR., to Alpena, 105 miles; Loon Lake Branch, 18 m.; Mud Lake Branch, 20 m.; other branches 27 miles; total road 170 miles. Has a traffic contract from Mich. Central. The mileage operated in 1886 was 83 miles; the gross earnings were $242,061; net, $120,420. Stock authorized is $2,000,000, issued $1,533,000. The mortgage covers road and equipment at $15,000 per mile. Gross earnings from Jan. 1 to March 31 in 1887 were $90,248, against $35,967 in 1886; net, $47,089, against $18,939. (V. 42, p. 728; V. 43, p. 572; V. 44, p. 308, 335, 343, 553, 621.)

Detroit Grand Haven & Milwaukee.—Owns from Detroit, Mich., to Grand Haven, Mich., 189 miles. This is a reorganization of the Detroit & Milwaukee which was sold in foreclosure Sept., 1878. The bonds were guaranteed by the Great Western of Canada. Gross earnings from Jan. 1 to March 31 were $56,080 in 1887, against $55.698 in 1886; net, $8,753, against $12,342. Gross earnings in 1886, $1,244,033; net, $372,773. In 1885, $1,154,640; net, $314,860.

Detroit Hillsdale & Southwestern.—Owns from Ypsilanti, Mich., to Bankers, Mich., 65 miles. The Det. H. & Ind. road was sold in foreclosure Dec. 28, 1874, and this company organized by the bondholders. In Aug., 1881, leased in perpetuity to the Lake Shore & Mich. Southern Co.; the rental is $54,000 per year—4 p. ct. (V. 43, p. 399.)

Detroit Lansing & Northern.—Owns from Grand Trunk June., Mich., to Howard City, Mich., 157 miles; branches—Stanton June. to Big Rapids, Mich., 63 miles; Belding Branch, 1½ miles; leased, Grand Trunk June. to Detroit, 3 miles; Lansing to No. Lansing, 1 mile; Alma to Howard City, 43 miles; total operated, 268 miles. A consolidation, April 11, 1871, of the Detroit Howell & Lansing, the Ionia & Lansing and the Ionia Stanton & Northern railroads, under the name of Detroit Lansing & Lake Michigan RR., which was sold in foreclosure Dec. 14, 1876, and new stock issued as above. In July, 1883, leased the Saginaw & Western and endorsed the bonds.

The annual report for 1886 was in V. 44, p. 585. Income account as follows:

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Total gross earnings	$1,596,444	$1,328,592	$1,228,470	$1,226,536
Net income	$542,839	$463,322	$457,199	$498,717
Disbursements—				
Interest on debt	$248,335	$265,894	$267,019	$265,985
Dividends*	284,995	230,465	175,700	230,485
Total disbursements	$533,330	$496,359	$442,719	$496,450
Balance, surplus	$9,509	def.$33,037	$14,480	$2,267

* In 1883, 6 on com. and 7 on pref.; in 1884, 3 on com. and 7 on pref.; in 1885, 7 on pref.; in 1886, 7 on pref. and 3 on com.
—(V. 42, p. 186, **518**; V. 44, p. **585**.)

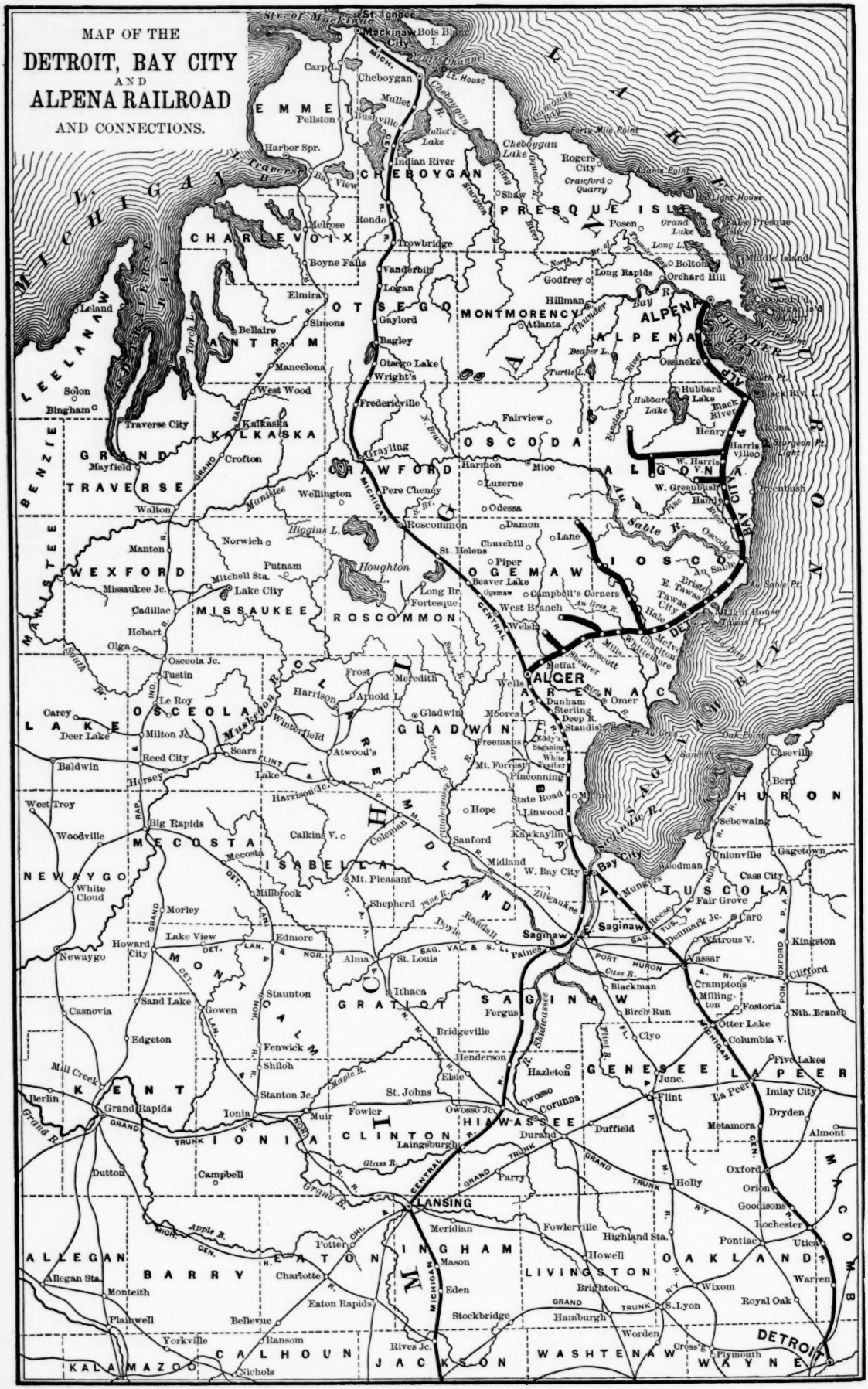
Dubuque & Dakota.—Owns from Waverly to Hampton, 41 miles, and from Sumner, Ia., to Waverly, Ia, 23 miles. Built on the old grading of the Iowa Pacific. The Dubuque & Sioux City Co. guarantees the bonds issued for construction to the extent of $10,000 per mile. Bonds may be paid off at any time at 105. Pref. stock $420,000 and ordinary stock $159,500. Gross earnings in 1884, $71,720; net, $23,073. Gross in 1885, $67,783; net, $8,179. (V. 44, p. 526.)

Dubuque & Sioux City—(*See Map of Illinois Central*).—Owns from Dubuque, Iowa, to Iowa Falls, 143 miles. The former Dubuque & Pacific was foreclosed in 1860, and present company organized. Leased to Illinois Central till Oct. 1, 1887, and in April, 1887, the stock was sold to Illinois Central, and the surplus in hand divided to stockholders. In May, 1887, 5 per cent in stock of Iowa Land & Loan Co. was paid to stockholders. Gross earnings in '85, $909,472, against $945,950 in '86. In 1886 rental from lessee $290,317; other income, $24,834; total net, $315,151; interest paid, $55,219; miscellaneous, $6,689; balance surplus, $61,909. There was some contest for the stock in 1886 and stockholders were invited to deposit their stock with Drexel, Morgan & Co., with power to sell the stock at par or to make a new lease. See V. 44, p. 21. M. K. Jesup, Prest. (V. 43, p. 766; V. 44, p. 21, 235, 362, 433, 627.)

Duluth & Iron Range.—(V. 44, p. 653.)

Duluth South Shore & Atlantic—(*See Map*).—This company is successor to the Det. Mac. & Mar., sold in foreclosure Oct. 20, 1886. The D. M. & M. land grant was originally 1,420,000 acres covered by the land grant mortgage, except that 400,000 acres were subject to a certain agreement. (See V. 43, p. 634.) Jas. McMillan, Detroit, President; C. S. Brice, New York, Vice-President. (V. 43, p, 274, 479, 515, 634; V. 44, p. 275.)

Duluth & Winnipeg.—Projected from Duluth to Manitoba boundary line, 280 miles. The land grant amounts to 1,800,000 acres, which is subject to the first mortgage. The stock is $5,000,000. Wm. W. Spalding, President, Duluth.


MAP OF THE
DETROIT, BAY CITY
AND
ALPENA RAILROAD
AND CONNECTIONS.
St. Ignace
Mackinaw City
Bois Blanc I.
Carp L.
Cheboygan
Mullet L.
Pellston
Harbor Spr.
Indian River
Rogers City
Crawford Quarry
Presque Isle
Posen
Grand Lake
Long L.
Middle Island
Bolton
Orchard Hill
Long Rapids
Godfrey
Hillman
Atlanta
Melrose
Rondo
Trowbridge
Boyne Falls
Vanderbilt
Logan
Elmira
Simons
Gaylord
Bagley
Otsego Lake
Wright's
Bellaire
Mancelona
Leland
Solon
Bingham
Traverse City
West Wood
Kalkaska
Crofton
Mayfield
Walton
Fredericville
Fairview
Grayling
Harrison
Mioe
Luzerne
Pere Cheney
Wellington
Odessa
Roscommon
Damon
Churchill
Lane
St. Helens
Piper
Beaver Lake
Long Br.
Fortesque
Ogemaw
Campbell's Corners
West Branch
Welsh
Au Gres R.
Au Sable R.
Au Sable
Bristol
E. Tawas
Tawas City
Hale
Au Sable Pt.
Alger
Wells
Dunham
Sterling
Deep R.
Standish
Omer
Moffat
Shearer
Prescott
Millington
Wylittenbore
McIvers
Charlton
Au Gres
Pt. Au Gres
Sand Pt.
Oak Point
Caseville
Bert
Huron
Sebewaing
Unionville
Garetown
Bay City
W. Bay City
Woodman
Cass City
Tuscola
Fair Grove
Caro
Saginaw
Reese
Tus. & S.
Denmark Jc.
Watrous V.
Kingston
Vassar
Port Huron
Cass R.
Blackman
Cramptons
Millington
Fostoria
Nth. Branch
Clifford
Otter Lake
Columbia V.
Five Lakes
Lapeer
Imlay City
Dryden
Metamora
Almont
Flint
La Peer
Junc.
Genesee
Hazleton
Clyo
Birch Run
Fergus
Shiawassee
Saginaw
Bridgeville
Henderson
Elsie
Owosso
Corunna
Owosso Jc.
St. Johns
Fowler
Muir
Ionia
Stanton Jc
Shiloh
Fenwick
Ithaca
Gratiot
Clinton
Hiawassee
Durand
Duffield
Laingsburgh
Parry
Holly
Oxford
Orion
Goodisons
Rochester
Pontiac
Utica
Oakland
Warren
Royal Oak
Wixom
S. Lyon
Brighton
Howell
Livingston
Fowlerville
Highland Sta.
Meridian
Mason
Eden
Eaton Rapids
Potter
Eaton
Ingham
Lansing
Charlotte
Allegan Sta.
Monteith
Plainwell
Bellevue
Ransom
Yorkville
Nichols
Allegan
Barry
Calhoun
Kalamazoo
Jackson
Stockbridge
Hamburgh
Worden
Cross'g
Plymouth
Rives Jc.
Washtenaw
Wayne
Detroit
Lake Michigan
Lake Huron
Saginaw Bay
Thunder Bay
Grand Traverse Bay
Little Traverse Bay
Cheboygan Lake
Mullet's Lake
Indian River
Torch L.
Crooked L.
Higgins L.
Houghton L.
Hubbard Lake
Black River
Beaver L.
Turtle L.
Ossineke
Alpena
Thunder Bay R.
Thunder Bay Is.
Fort Mile Point
Adams Point
Light House
Presque Isle
Sturgeon Pt. Light
Harrisville
W. Harrisville
W. Greenbush
Hardy
Ocqueoc
Black Riv. L.
South Pt.
Michigan
Manistee
Benzie
Leelanau
Grand
Traverse
Kalkaska
Crawford
Oscoda
Alcona
Iosco
Ogemaw
Roscommon
Missaukee
Wexford
Lake
Osceola
Gladwin
Arenac
Huron
Tuscola
Saginaw
Bay
Midland
Isabella
Mecosta
Newaygo
Montcalm
Ionia
Kent
Allegan
Barry
Eaton
Ingham
Livingston
Oakland
Macomb
Wayne
Lansing
Detroit
Grand Rapids
Big Rapids
Reed City
Cadillac
Hobart
Olga
Manton
Norwich
Putnam
Mitchell Sta.
Lake City
Missaukee Jc.
Tustin
Le Roy
Carey
Deer Lake
Milton Jc
Baldwin
Hersey
West Troy
Woodville
White Cloud
Morley
Howard City
Lake View
Edmore
Newaygo
Casnovia
Sand Lake
Edgeton
Gowen
Staunton
Millbrook
Mecosta
Calkins V.
Harrison Jc.
Winterfield
Arnold
Meredith
Frost
Harrisons
Gladwin
Moores
Freemans
Eddy's
Saganing
White Feather
Mt. Forrest
Pinconning
State Road
Linwood
Hope
Sanford
Kawkawlin
Midland
W. Bay City
Mt. Pleasant
Shepherd
Millbrook
Sears
Atwood's
Reed City
Lake
Evart
Muskegon R.
Pine R.
Tittabawassee R.
Chippewa R.
Coleman
Rifle R.
Au Gres R.
Sugar R.
Maple R.
Grand R.
Flint R.
Shiawassee R.
Cass R.
Saginaw R.
Au Sable R.
Thunder Bay R.
Ocqueoc R.
Black Riv. L.
Torch L.
Crooked L.
Higgins L.
Houghton L.
Hubbard Lake
Black River
Beaver L.
Turtle L.
Ossineke
Alpena
Thunder Bay R.
Thunder Bay Is.
Fort Mile Point
Adams Point
Light House
Presque Isle
Sturgeon Pt. Light
Harrisville
W. Harrisville
W. Greenbush
Hardy
Ocqueoc
Black Riv. L.
South Pt.
Michigan
Manistee
Benzie
Leelanau
Grand
Traverse
Kalkaska
Crawford
Oscoda
Alcona
Iosco
Ogemaw
Roscommon
Missaukee
Wexford
Lake
Osceola
Gladwin
Arenac
Huron
Tuscola
Saginaw
Bay
Midland
Isabella
Mecosta
Newaygo
Montcalm
Ionia
Kent
Allegan
Barry
Eaton
Ingham
Livingston
Oakland
Macomb
Wayne
Lansing
Detroit
Grand Rapids
Big Rapids
Reed City
Cadillac
Hobart
Olga
Manton
Norwich
Putnam
Mitchell Sta.
Lake City
Missaukee Jc.
Tustin
Le Roy
Carey
Deer Lake
Milton Jc
Baldwin
Hersey
West Troy
Woodville
White Cloud
Morley
Howard City
Lake View
Edmore
Newaygo
Casnovia
Sand Lake
Edgeton
Gowen
Staunton
Millbrook
Mecosta
Calkins V.
Harrison Jc.
Winterfield
Arnold
Meredith
Frost
Harrisons
Gladwin
Moores
Freemans
Eddy's
Saganing
White Feather
Mt. Forrest
Pinconning
State Road
Linwood
Hope
Sanford
Kawkawlin
Midland
W. Bay City
Mt. Pleasant
Shepherd
Millbrook
Sears
Atwood's
Reed City
Lake
Evart
Muskegon R.
Pine R.
Tittabawassee R.
Chippewa R.
Coleman
Rifle R.
Au Gres R.
Sugar R.
Maple R.
Grand R.
Flint R.
Shiawassee R.
Cass R.
Saginaw R.
Au Sable R.


DULUTH, SOUTH SHORE
AND
ATLANTIC RAILWAY
AND
MARQUETTE, HOUGHTON & ONTONAGON R. R.
—Leased in perpetuity—
DULUTH
SUPERIOR
ASHLAND
HOUGHTON
MARQUETTE
ST. IGNACE
SAULT STE. MARIE
D. S. S. & A.
DULUTH SOUTH SHORE & ATLANTIC R. R.
NORTHERN PACIFIC
ST. PAUL
Minneapolis
L. SUPERIOR
L. MICHIGAN
GREEN BAY
SAGINAW BAY
MISSISSIPPI R.
MILWAUKEE
MADISON
DOMINION OF CANADA
CANADIAN PACIFIC R. R.
GRAND TRUNK
SUDBURY
Brainerd
St. Cloud
Little Falls
Mille Lacs
Hinckley
Kettle River
Two Harbors
Tower
Vermillion L.
Bayfield
APOSTLE ISLANDS
Ontonagon
Hancock
Calumet
L'Anse
Negaunee
Ishpeming
Humboldt
Escanaba
Menominee
Gd. Marais
PICTURED ROCKS
Mackinaw
Cheboygan
Petoskey
Traverse Cy.
Gd. Rapids
Bay City
E. Saginaw
Saginaw
Flint
La Crosse
Winona
Prairie du Chien
Eau Claire
Chippewa Fs.
Stevens Pt.
Oshkosh
Appleton
Ft. Howard
Fond du Lac
Sheboygan
Manitowoc
Ludington
Grand Haven
Muskegon
Alpena
Owosso
Ionia

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Dul. & Winnipeg (Contin'd)—2d mortgage, income.	....	....	$....	$7,000 p.m.	....	....	.....	.....
Dunkirk Allegh. Valley & Pittsburg—1st mort., gold	90	1870	1,000	2,000,000	7 g.	J. & D.	N.Y., N.Y. Cent. & Hud.	June, 1890
2d mortgage	90	1870	1,000	1,000,000	7	A. & O.	do do	Oct. 1, 1890
3d mortgage	90	1870	1,000	200,000	7	A. & O.	do do	Oct. 1, 1890
East Broad Top.—1st mortgage, registered	30	1873	1,000	500,000	4	J. & J.	Philadelp'a, Co.'s Office.	July 1, 1903
East Pennsylvania—Stock	36	....	50	1,714,950	3	J. & J.	Phila., by P. & R. RR.	Jan. 18, 1887
1st mortgage	36	1858	100 &c.	495,900	7	M. & S.	Phila., P. & R. office.	Mar. 1, 1888
East Tennessee Virginia & Georgia—Common stock	1,123	....	100	27,500,000	....	....	.....	.....
1st preferred stock (5 per ct. non cum.)	1,123	....	100	11,000,000	....	....	.....	.....
2d preferred stock (5 per ct. non cum.)	1,123	....	....	18,500,000	....	....	.....	.....
Consol. mort., gold (for $20,000,000) coup. or reg.	1,123	1886	1,000	12,770,000	5 g.	M. & N.	N. Y., Central Trust Co.	Nov. 1, 1956
Consol. mort., "Divisional" bonds	552	1880	1,000	3.106,000	5	J. & J.	do do	July 1, 1930
Old 1st mortgage sinking fund bonds	242	1870	1,000	3,123,000	7	J. & J.	do do	July 1, 1900
Alabama Central, 1st mortgage, gold, coupon	95	1879	1,000	1,000,000	6	J. & J.	do do	July 1, 1918
Knoxville & Ohio, 1st mort., gold	66	1885	1,000	2,000,000	6 g.	J. & J.	do do	July 1, 1925
East & West Ala.—1st cons. M., gold ($15,000 p. m.)	112	1886	1,000	1,109,000	6 g.	J. & D.	New York Office.	Dec. 1, 1926
Eastern (Mass.)—Stock	285	....	100	4,997,600	3	J. & J.	Boston.	July 15, 1873
Preferred stock, 6 per cent	....	1886	100	3,150,000	3	M. & S.	do	Mar. 1, 1887
Essex RR. 1st mort. (extended for 5 years in '86).	....	1851	100 &c.	194.400	4½	M. & S.	do	Sept. 15, 1891
Certificates of indebtedness, $ & £	....	1876	500 &c.	10,000,000	6 g.	M. & S.	Boston and London.	Sept., 1906
Eastern (N. H.)—Stock	16	....	100	492,500	2¼	J. & D.	Boston, by Treasurer.	Dec. 15, 1886
Eel River—Stock	94	....	100	2,792,800	1	Q.—M.	Boston, by Treasurer.	Aug. 15, 1884
Elizabeth. Lex. & Big Sandy—1st mortg., gold	110	1872	1,000	3.282,000	6 g.	M. & S.	N. Y., Mills Building.	Mar. 1, 1902
Elmira Cortland & Northern—1st pref. mort	120	1884	....	750,000	6	A. & O.	115 B'way, New York.	April 1, 1914
1st mort	120	1884	....	1,250,000	3, 4, 5	J. & J.	do do	April 1, 1914
Elmira & Lake Ontario—Stock	94	....	100	1,500,000	....	....	Baltimore, N. Cent. RR.	....
Sodus Bay & Southern 1st mortgage, gold	34	1884	1,000	500,000	5 g.	J. & J	N. Y. Pa. RR. Agency.	July 1, 1924
Elmira & Williamsport—Stock, common	77	....	50	500,000	2½	M. & S	Phila., Penn. R. R. Co.	May 1, 1887
Preferred stock	77	....	50	500,000	3½	J. & J	do do	Jan. 1, 1887
1st mortgage bonds	77	1860	1,000	1,000,000	6	J. & J	do do	Jan. 1, 1910
Income bonds, 999 years to run	....	1863	500	570,000	5	A. & O.	do do	Oct. 1, 2862
Erie & Pittsburg—Stock	100	....	50.	1,998,400	1¾	Q.—M.	N. Y., Union Trust Co.	Mar. 10, 1887
2d mortgage, convertible	81½	1865	100&c	91,800	7	A. & O.	do do	Mar. 1, 1890

Dunkirk Allegheny Valley & Pittsburg.—Owns from Dunkirk, N. Y., to Oil City, Pa., 107 miles. A consolidation of the Dunkirk Warren & Pittsburg and Warren & Venango in 1872. Is leased to N. Y. Central & Hudson River Co., but accounts are kept separate. Capital, $1,300,000. There is usually an annual deficit below the interest charge, but the N. Y Central & Hudson River Co. hold $2,920,000 of the securities. Gross earnings in 1885-6, $227,494; deficit under operating expenses, $8,847. Gross in 1884-85, $216,796; deficit, $6,769.

East Broad Top (Pa.)—Owns from Mount Union, Pa., to Robertsdale, Pa., 30 miles. A coal road, opened in 1874. The stock is $815,602. In 1884-85 gross earnings were $89,070; net, $16,003. In 1883-84, gross, $85,539; net, $19,405.

East Pennsylvania.—Owns from Reading, Pa., to Allentown, Pa., 36 miles. It is leased for 999 years from May 1, 1869, to the Philadelphia & Reading RR., at a rental of 6 per cent per annum on the stock and interest on the bonds. Austin Corbin, President, Philadelphia.

East Tennessee Virginia & Georgia.—*(See Map.)*—The East Tennessee Virginia & Georgia Railroad was formed by a consolidation July 20, 1881, and owns the following: Bristol to Chattanooga, Tenn., 242 miles; Morristown to Unaka, 44 m.; Cleveland to Selma, 264 m.; Selma to Meridian, 113 m.; Ooltewah to Cohutta, 11 m.; Rome, Ga., to Macon, 159 m.; Macon to Brunswick, 190 m.; Cochran to Hawkinsville, 10 m.; total, 1,033 miles. Also operates the Knoxville & Ohio road, 66 miles, the lines of the Memphis & Charlest'n RR., from Chattanooga to Memphis, Tenn., 310 m., and the Florence and Somerville branches, 20 miles, in all 330 miles, making a total of 1,429 miles.

A lease of the Mem. & Char. RR. was an operating lease simply, and various differences were settled by the acquisition of a majority of the capital stock of the Mem. & C. Co. by parties controlling the E. T. Va. & Ga. The E. T. Va. & Ga. holds a majority of the K. & O. stock.

This company, the E. T. Va. & Ga. Railway Co., was formed in 1886 as successor of the E. T. Va. & Ga. Railroad, which was sold in foreclosure May 25, 1886. The first preferred stock is entitled to a non-cumulative dividend of 5 per cent, and has "the right for five years (till 1891) to elect a majority of the Board of Directors of said company, unless before that time the said company should pay out of its net earnings 5 per cent dividends on such preferred stock for two full successive years."

In January, 1887, a sale was made of $6,000,000 of the first pref. stock to the Richmond & West Point Terminal Company thus giving them control of the road for five years. (See V. 44, p. 119.)

Gross earnings for nine months from July 1 were $3,624,997 in 1886-7, against $3,237,652 in 1885-6; net, $1,442,423 in 1886-7, against $1,289,370 in 1885-6.

The fiscal year ends June 30. The annual report for 1885-86 was published in the CHRONICLE, V. 43, p. 605:

INCOME ACCOUNT.

Receipts—	1883-84.	1884-85.	1885-86.
Total gross earnings	$4,173,263	$4,021,567	$4,119,578
Net earnings	$1,650,308	$1,140,589	$1,382,751
Disbursements—			
Interest on debt	$1,402,995	$1,468,651	.....
Other payments	49,617	209,967	.....
Total disbursem'ts	$1,452,612	$1,678,618	.....
Balance	sur. $247,313	def. $390,275	.....

—(V. 42, p. 60, 124, 155, 186, 207, 272, 364, 430, 463, 479, 549, 575, 631, 652, 663, 694, 728, 782, 783; V. 43, p. 22, 125, 217, 598, **605**, 607, 634, 718, 619; V. 44, p. 90, 119, 149, 184, 211, 343, 494, 621.)

East & West RR. Co. of Alabama.—Road will extend from Gainesville, Ga., to Birmingham, Ala., and branches, 207 miles, of which completed to June, 1887, 112 miles; an extension of 93 miles is also contemplated. The above bonds were issued in 1887 to take up $800,000 of prior first mortgage bonds and $500,000 of debentures outstanding. Stock (authorized), $2,000,000. Net earnings for six months, Oct., 1886 to April 1, 1887, $40,740. E. F. Browning, Pres't, 403 Broome Street, N. Y. (V. 44, p. 621.)

Eastern (Mass.)—Owns from Boston, Mass., to New Hampshire State Line, 41 miles; branches—Salem to Marblehead, 4miles; Beverley to Gloucester, 17 miles; Salisbury to Amesbury, 4 miles; Revere to East Boston, 3½ miles; Peabody to Wakefield, 8 miles; Salem to Lawrence, 20 miles; others, 22 miles; leased—Eastern RR. of N. H., 16 miles; Newburyport City RR., 3 miles; Portland Saco & Portsmouth, 51 miles, Portsmouth & Dover, 11 miles; Portsm. Gt. Falls & Conway, 73 miles; Wolfeboro Railroad, 12 miles; total operated, 285 miles. In March, 1883, a lease of this road to the Boston & Maine was voted for fifty-five years, but in November, 1884, this lease was decided to be illegal in some respects, and a new one was negotiated for 54 years from Oct. 1, 1883, on the basis of combining the total earnings, paying all charges, and dividing the surplus income as follows: 1. To B. & M., $630,000 (9 per cent on its stock); to Eastern, $100,000 for sinking fund; to B. & M., $70,000; to Eastern, $336,000; balance to be spent by lessee on bota properties pro-rata. Mortgage notes are $684,300, secured by real estate.

In Nov., 1886, the company offered to issue preferred 6 per cent stock in exchange for $3,150,000 of certificats of indebtedness, at par, thus reducing those certificates to $10,000,000, to enable the company to resume dividends on the common stock, according to the agreement under which the certificates were issued.

The last annual report for the year ending Sept. 30, 1886, gave the following result of operation with Boston & Maine. Surplus income divided, in accordance with the terms of the lease, as follows:

	To Bos. & M.	To Eastern.
Boston & Maine Railroad (9 p. c.)	$630,000	$ .....
Eastern Railroad	.....	100,000
Boston & Maine Railroad (1 p. c.)	70,000	.....
Eastern Railroad, balance	.....	321,340
Total	$700,000	$421,340

—(V. 42, p. 694; V. 43, p. 579, 634, 671; V. 44, p. 149, 184, 275.)

Eastern (N. H.)—Owns from Portsmouth, N. H., to Seabrook (Massachusetts State Line), 16 miles. It was formerly leased for 99 years to the Eastern (Mass.) Railroad, and a new lease was made from Oct. 1, 1878, for 60 years and two months at $22,500 per year, equal to 4½ per cent per annum. Moody Currier, President, Manchester, N. H.

Eel River.—Owns from Logansport, Ind., to Butler, Ind., 94 miles. This was formerly the Detroit Eel River & Illinois Railroad, sold under foreclosure July 6, 1877, and reorganized under present name Dec. 10, 1877. In August, 1879, it was leased to the Wabash St. Louis & Pacific Railroad for 99 years, at a rental of 3 per cent per annum on the stock for two years, 4 per cent for three years, and 4½ per cent thereafter. Default by lessee on the rental was made in 1884.

Elizabethtown Lexington & Big Sandy.—Road owned Jan. 1887, Lexington to Junction, with A. C. & I. Co., near Denton, 102 miles A. C. & I. Junction to Big Sandy River, 7 miles; total owned 110 miles Leased Junction with A. C. & I. Co., near Denton to A. C. & I. June., 21 m. West Side Big Sandy River to Huntington, 9 miles; total operated, 139 miles. Charter permits extension to Elizabethtown. It is the connecting line of the Chesapeake & Ohio and controlled by the same parties. From Feb. 1, 1886, this road was leased for 250 years to the Newport News & Miss. Valley Co. on the basis of paying the annual net surplus, if any, to this company. Authorized capital is $5,000,000. Amount issued $3,378,000, and $131,695 to be issued. For three months from Jan. 1, 1887, gross earnings were $226.70?, against $197,193; net, $61,594, against $59,870. For year 1886 gross earnings were $937,529; net, $333,616; rentals and taxes, $48,266; interest, $196,920; surplus, $24,970. (V. 42, p. 60, 124, 242, 338, 365, **461**, 691; V. 44, p. 90, 343, 344.)

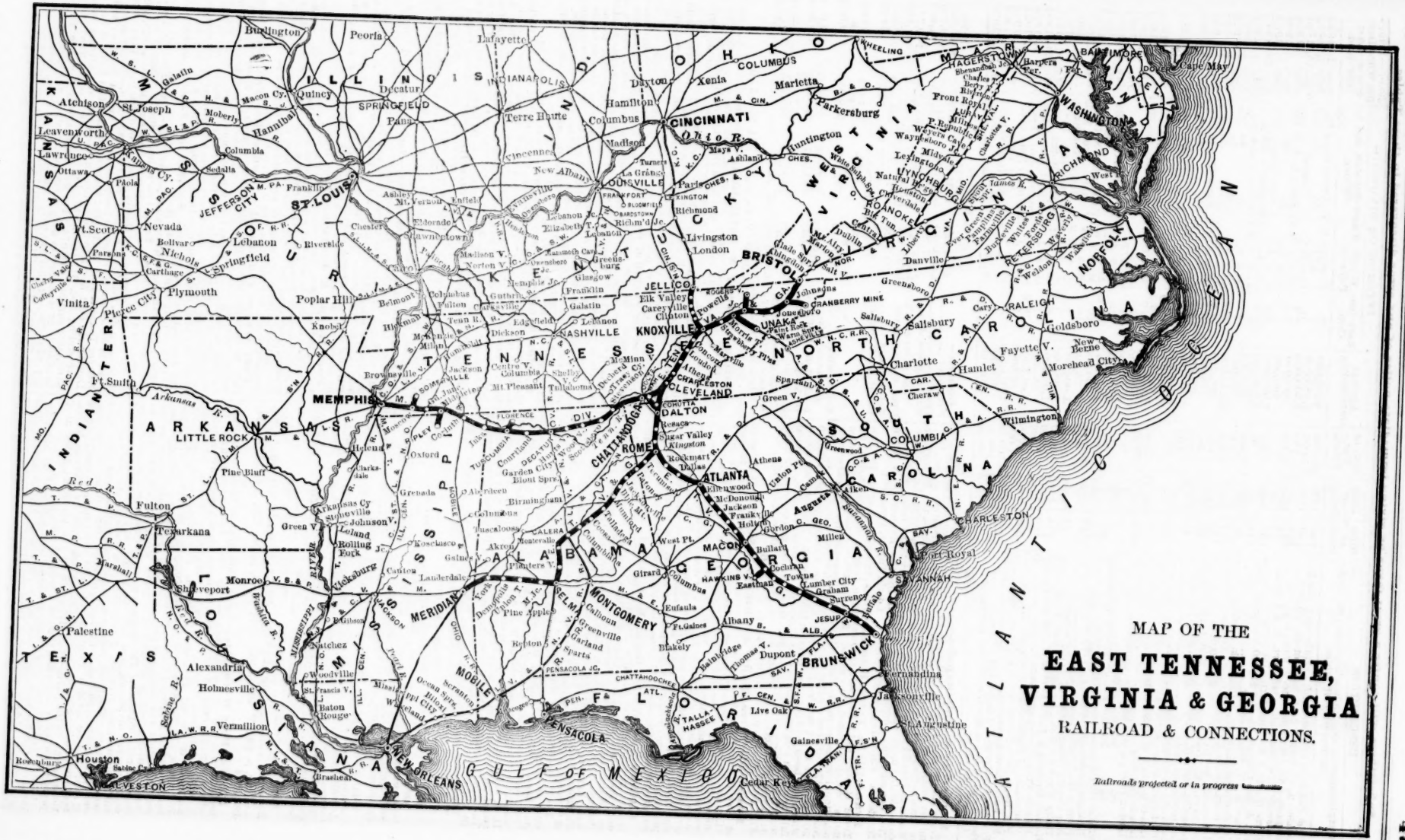
Elmira Cortland & Northern.—Elmira, N. Y., to Canastota, N. Y., 120 miles, of which Elmira to Horseheads, 5 miles, and Cortland to De Ruyter, 20 miles, are leased for 999 years. Organized May 11, 1878, as successor of the Utica Ithaca & Elmira RR. Co., foreclosed April 30, 1878. Again sold in foreclosure Feb., 1884, and re-organized as at present. The 1st mort. for $1,250,000 bears 3 p. ct. for 3 years, 4 p. ct. for 2 years, then 5 p. ct. Stock is $2,000,000. Gross earnings in 1884-5, $325,147; net income, $79,316; interest, taxes, &c., $75,906; surplus, $3,411. Gross earnings in 1885-86, $369,265; net income, $29,931; interest, taxes, &c., $56,812; def., $36,882. Austin Corbin, President, New York City.

Elmira & Lake Ontario.—Owns from Canandaigua, N. Y., to Watkins, N. Y., 47 miles; to Chemung Junction, 17½ miles; Sodus Point to Stanley, 34 miles—total, 98 miles. This company was a consolidation in December, 1883, of the Elmira Jefferson & Canandaigua, the Sodus Bay & Southern and the Chemung Railroads, with stock and bonds as above. It is leased at cost of operating to the Northern Central, which controls the stock.

Elmira & Williamsport.—Owns from Williamsport, Pa., to Elmira, N. Y., 76 miles. This company was reorganized under the present name Feb. 29, 1860, and leased to the Northern Central Railway for 999 years from May 1, 1863, at a rental of $151,500 per annum after Jan. 1, 1880. The dividends on the common stock are 5 per cent and on the preferred 7 per cent. Gross earnings in 1884-5, $741,685; net, $273,750; surplus to lessee, $95,372. Gross earnings in 1885-6, $765,559; net $226,008; surplus to lessee, $47,818.

Erie & Pittsburg.—Owns from New Castle, Pa., to Girard, Pa., 82 miles; branch, Dock Junction to Erie Docks, 3 miles; leased—Girard to Erie, 15 miles; total operated, 100 miles. Road opened in 1865. It was leased to the Pennsylvania RR. for 999 years from March 1, 1870, at a rental of 7 per cent on stock and interest on the bonds, and the lease was transferred to the Pennsylvania Co. The lease has been quite unprofitable to the lessees; the deficiency paid by them in 1881 was $233,522; in 1882, $207,651; in 1883, $260,071; in 1884, $307,841; in 1885, $354,633; and in 1886, $225,794.

European & North American.—Owns from Bangor, Me., to Vanceboro (State Line), Me., 114 miles. Road was worked in connection with the St. John & Maine, making an unbroken line from Bangor, Me., to St. John, N. B., 205 miles. On Aug. 31, 1882, a lease was made to the Maine Central for 99 years, for $125,000 per annum, equal to 5 per cent per annum on the stock, and assuming the bonded debt of $1,000,000, which is given under Maine Central.


MAP OF THE
EAST TENNESSEE, VIRGINIA & GEORGIA
RAILROAD & CONNECTIONS.
Railroads projected or in progress
ATLANTIC OCEAN
GULF OF MEXICO
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
MARYLAND
ARKANSAS
LOUISIANA
TEXAS
FLORIDA
CINCINNATI
LOUISVILLE
NASHVILLE
KNOXVILLE
BRISTOL
MEMPHIS
CHATTANOOGA
ATLANTA
MACON
SAVANNAH
CHARLESTON
COLUMBIA
RALEIGH
RICHMOND
NORFOLK
WASHINGTON
BALTIMORE
MERIDIAN
MONTGOMERY
MOBILE
NEW ORLEANS
BRUNSWICK
JACKSONVILLE
ST. AUGUSTINE
PENSACOLA
VICKSBURG
SHREVEPORT
LITTLE ROCK
ST. LOUIS
SPRINGFIELD
INDIANAPOLIS
COLUMBUS
DAYTON
ZANESVILLE
PARKERSBURG
HUNTINGTON
LEXINGTON
CHARLESTON
ROANOKE
LYNCHBURG
DANVILLE
GREENSBORO
SALISBURY
CHARLOTTE
WILMINGTON
GOLDSBORO
NEWBERNE
MOREHEAD CITY
CAPE MAY
PETERSBURG
NORFOLK
PORT ROYAL
AUGUSTA
ATHENS
DALTON
CLEVELAND
JELLICO
UNAKA
CRANBERRY MINE
HOUSTON
GALVESTON

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Erie & Pittsburg—*(Continued)* - Equipment bonds.	100	1870	$1,000	$385,000	7	A. & O.	N. Y., Union Trust Co.	Oct. 1, 1900
Consol. mort. free of State tax (for $4,500,000)...	100	1868	1,000	2,485,000	7	J. & J.	do do	July 1, 1898
European & No. American—Stock, guar. 5 per ct....	114	....	100	2,500,000	2½	A. & O.	Bangor.	Oct. 15, 1886
Evansville & Indianapolis—1st mort., E. & I. gold..	54	1884	1,000	699,000	6 g.	J. & J.	N.Y., Farm. L. & Tr. Co.	July 1, 1924
Terre Haute & Southeastern—1st mort.....	40	1879	....	260,000	7	M. & S.	do do	Sept. 1, 1909
Ev. & Ind. Cons. mort. (for $2,500,000) gold, guar	135	1886	1,000	1,001,000	6 g.	J. & J.	New York.	Jan. 1, 1926
Evansville & T. Haute—Stock.....	146	....	50	3,000,000	1¼	Q.—J.	Company's Office.	Apr. 15, 1887
1st mortgage, Evansv. & Ill., sink. fund.....	51	1852	1,000	246,000	7	J. & J.	N.Y., Farm. L'an& T.Co.	July 1, 1887
1st mort. Evans. & Cr., sink. fund, (Evansv. to T.H.)	109	1854	1,000	606,000	7	M. & N.	do do	Nov. 1, 1887
1st consol. mort., gold (for $3,500,000)	144	1881	1,000	2,148,000	6 g.	J. & J.	do do	July 1, 1921
1st mort., Mt Vernon Branch, gold (for $375,000)	25	1883	1,000	200,000	6 g.	A. & O.	do do	April 1, 1923
Evansville Terre H. & Ohio.—1st M., gold, int. guar..	55	1870	1,000	775,000	6 g.	M. & N.	N.Y., Farm. L'an & T.Co.	May 1, 1900
2d mortgage, gold.....	55	1872	1,000	325,000	6 g.	J. & J.	do do	Jan. 1, 1902
Fitchburg—Common stock.....	....	....	100	5,000,000	....	....	.....	....
Preferred 4 per cent stock	100	....	....	7,048,800	2	M. & N	Boston, Office	May 2, 1887
Bonds to State of Massachusetts.....	....	....	....	5,000,000	3 to 4½	....	.....	1937
Bonds, coupons	....	'74-'85	1,000	4,500,000	4, 5, 6 7	A. & O.	Boston, Office.	1894 to 1905
Boston Barre & Gardner, 1st mortgage	38½	1873	100 &c.	391,000	5 & 7	A. & O.	Worcester, City Nat. Bk.	April 1, 1893
do 2d mortgage.....	....	1875	....	186,300	3	....	do do	July 1, 1895
do 3d mortg. (convertible into stock)	....	1875	....	57,300	6	J. & J.	do do	July 1, 1895
Flint & Pere Marquette—Preferred stock.....	361	....	....	6,500,000	2½	J. & J.	N. Y., Mer. Ex. Nat. Bk.	Jan. 15, 1887
Reorganization mortgage, gold ($5,000,000).....	302	1880	1,000	3,924,000	6 g.	A. & O.	do do	Oct. 1, 1920
Flint & Holly RR.....	17	1868	500 &c.	300,000	10	M. & N.	N. Y., Mechan. Nat. B'k	May 1, 1888
Bay County, issued in aid, guar. by lessees.....	....	....	500	75,000	10	M. & S.	N.Y., Merch. Exch. N.Bk	Sept. 1, 1887
Holly Wayne & Mon., 1st mort., sink. fund, guar.	65	1871	1,000	1,000,000	8	J. & J.	N.Y., Merch. Nat. Bank.	Jan. 1, 1901
Florida Railway & Nav.—F. C. & W., 1st mort., gold	234	1882	1,000	2,808,000	5 g.	J. & J.	Last paid, Jan., 1885.	April 1, 1922
Florida Transit—1st mortgage.....	155	1881	1,000	1,000,000	6	M. & S	Last paid. March, 1885.	Mar. 1, 1911
Peninsular of Florida—1st mortgage	50	1876	1,000	250,000	7	J. & J.	Last paid. Jan., 1885.	May 24, 1906
Fla. Ry. & Nav., consol. mort. gold.....	530	1884	1,000	4,042,000	6 g.	Q.—J.	Last paid, July, 1885.	July 1, 1924
Fernandina & Jacksonville	24	1883	1,000	380,000	6	J. & J.	Last paid, Jan., 1885.	July 1, 1923
Florida Southern—1st mortgage.....	244	1883	100 &c.	2,014,200	6	J. & J.	New York.	July 1, 1923
Fonda Johnstown & Gloversville—1st mortgage	10	1870	100 &c.	300,000	7	J. & J.	N. Y., St. Nich. Nat. B'k	July 1, 1900
Consol. mortgage	26	1880	100 &c.	200,000	6	A. & O.	do do	May 1, 1920

Evansville & Indianapolis.—Owns from Evansville, Ind., to Terre Haute, Ind. (via Worthington), 135 miles; branch to Lancaster, 3 miles; total, 138 miles. This company was a consolidation in Oct. '85, of three corporations, viz.: the Evansville & Indianapolis, the Evansville Wash. & Brazil and the Terre Haute & Southeastern railroads. Of the consolidated mort. bonds, $1,260,000 are reserved to meet prior liens. The consolidated bonds are guaranteed by the Evansville & Terre Haute Co. Capital stock, $2,000,000. Edwin Taylor, President.

Evansville & Terre Haute.—Owns from Evansville, Ind., to Terre Haute, Ind., 109 miles; Owensville branch and extension, 37 miles; total operated, 146 miles. The Rockville Extension, 23 miles additional, is leased to the Terre Haute & Logansport for 99 years from Nov. 1, 1879. Formerly the Evansville & Crawfordsville RR. Co. The 20 per cent stock dividend of 1884 was the distribution of $500,000 which had been held for some time in the treasury. To meet the bonds falling due in 1887 the Co. has $852,000 of the consol. bonds. Annual report for 1885-6 in V. 43, p. 486. Gross earnings year ending Aug. 31, 1886, $761,981; net, $386,801; in 1884-85, gross, $718,823; net, $357,600 (V. 42, p 463, 575; V. 43, p. 458, **486**).

Evansville Terre Haute & Chicago.—*(See Map of Chicago & East Illinois RR.)*—Owns from Terre Haute Junction, Ind., to Danville, Ill., 49 miles; leased, 6 miles; total operated, 55 miles. It uses 6 miles of the track of the Rockville Extension into Terre Haute; also leases the Indiana Block Coal road, 15 miles. On April, 30, 1880, a lease to the Chicago & Eastern Illinois was made for 999 years; terms, $75,000 per annum and the assumption by the C. & E. I. of all rentals and taxes paid by E. T. H. & C. The bonded interest was reduced to 6 per cent and preferred stock for $100,000 issued for overdue coupons; common stock, $600,000. Josephus Collett, President, Terre Haute, Ind.

Fitchburg.—Owns from Boston, Mass., to Fitchburg, Mass. (double track), 50 miles, and B. Barre & Gard. RR., Worcester to Winchendon, 36 miles; branches—Charlestown, 1 mile; North Cambridge to Waltham, 8 miles; South Acton to Marlborough, 12 miles; Peterborough & Shirley, Ayer, Mass., to Greenville, 24 miles; Ashburnham branch, 3 miles; leased and operated—Vermont & Mass. RR., Fitchburg to Greenfield, 56 miles; Turners Falls Branch, 3 miles; Troy & Greenfield RR.. Greenfield to North Adams, 37 miles; total, 229 miles.

The present company was formed by consolidation in '87 of the Fitchburg and the Troy & Greenfield RR.'s, and the Hoosac Tunnel, the latter purchased from the State of Massachusetts (See V 44, p. 59.) A contract for the purchase of the Troy & Boston railroad was also made of which the terms were mentioned in V. 44, p. 544. The Hoosac Tunnel Dock & Elevator Co. was taken in also for $1,512,600 of the Fitchburg stock, and the Boston Hoosac Tunnel & Western road was purchased. The whole status of the Fitchburg company will probably be revised for the July SUPPLEMENT.

The annual report for 1885-86 was in the CHRONICLE, V. 44, p. 148.

The income account for four years (ending Sept. 30) was:

INCOME ACCOUNT.

	1882-83.	1883-84.	1884-85.	1885-86
Receipts—	$	$	$	$
Gross earnings.....	2,858,678	2,798,157	2,820,119	3,295,289
Net earnings	670,737	666,752	673,159	735,624
Premiums and rents	107,000	58,500	71,130	104,253
Total income	777,737	725,252	744,289	839,877
Disbursements—				
Rentals paid	230,164	246,809	252,581	256,480
Interest on debt.....	177,500	200,000	240,688	260,763
Other interest.....	51,225	12,332	.....	.....
Dividends.....	297,000	272,250	247,500	264,331
Rate of dividend	(6)	(5½)	(5)	(5)
Total disbursem'ts	755,889	731,391	720,769	781,574
Balance.....	surp.21,848	def.6,139	sur.23,520	sur.58,303

—(V. 42, p. **92**; V. 43, p. 607, 746; V. 44, p. 59, 119, **148**, 421, 434, 494, 544.)

Flint & Pere Marquette.—Owns from Monroe, Mich., to Ludington, Mich., 253 miles; branches—Bay City to East Saginaw, 12 miles; Flint Junction to Otter Lake, 20 miles; South Saginaw branch, 5 miles; Harrison branch, 30 miles; Manistee branch, 26 miles; Saginaw & Mount Pleasant Railroad, 15 miles; total operated, 362 miles. A Receiver took the old company in June, 1879; the road was sold August 18, 1880, under the consolidated mortgage, and reorganization was made and preferred stock ($6,500,000) issued for the consolidated mortgage bonds, and common stock ($3,500,000) is to be issued for the old stock. The common stock has no present right to vote or to receive dividends, and will be issued only after the preferred stockholders have received 7 per cent yearly dividends for five consecutive years. The preferred stock is not cumulative, and after 7 per cent per annum is paid on both classes of stock, the balance of income, if any, is to be divided ratably. In 1886 the common stockholders took steps looking to the relief of their stock from its onerous limitations, owing to the payment of dividends on the preferred stock at 7 per cent for a few years and then at a reduced rate.

On Jan. 1, 1887, the land notes (principal and interest) on hand for lands sold were $285,582, and lands yet unsold 89,044 acres. The total amount of cash collected in 1886 was $173,818. Annual report for 1886, in V. 44, p. 550. Earnings and operations for four years past were

FISCAL RESULTS.

Earnings—	1883.	1884.	1885.	1886.
Passenger	$874,641	$735,067	$636,750	$695,934
Freight.....	1,610,510	1,457,169	1,247,383	1,403,720
Mail, express, &c....	57,792	60,752	62,657	61,117
Total gross earn's.	2,542,943	2,254,988	1,946,790	2,160,771
Oper. exp's & taxes.	1,735,517	1,515,461	1,347,840	1,511,102
Net earnings	807,426	737,527	598,950	649,669
P.c. of op. ex. to earn.	68·25	67·26	69·23	69·93

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
	$	$	$	$
Net earnings.....	807,426	737,527	598,950	649,669
Disbursements—				
Interest on debt.....	318,623	337,223	329,499	*322,910
Dividends	455,000	455,000	260,000	325,000
Miscellaneous.....	.....	.....	4,226	.....
Total disbursem'ts.	773,623	792,223	593,725	647,910
Balance for the year.	sur. 33,803	def. 54,695	sur. 5,225	sur. 1,759

* Less interest, &c., received.

—(V. 42, p. **486**; V. 43, p. 49; V. 44, p. 117, 434, 526, **550**.)

Florida Railway & Navigation.—Miles owned as follows: Jacksonville to Chattahoochee, 209 miles, and branches from Tallahassee to St. Marks, 21 miles; and from Drifton to Monticello, 4 m.; Fernandina south, 179 miles; Waldo to Cedar Keys, 72 miles; Wildwood to Leesburg, 23 miles; Hart's road to Jacksonville, 25 m.; total, 532 miles. In March, 1884, the Florida Central & Western, Florida Transit & Peninsular, Fernandina & Jacksonville and the Leesburg & Indian River railroads were consolidated under this name. There have been issued $16,000 6 per cent consolidated bonds, with $13,000 of preferred and $13,000 of common stock on each mile constructed and equipped. Of the above F. C. & W. bonds $1,000,000 are a preferred lien "series A," the balance of the issue being known as "series B." In Oct., 1885, a receiver (Mr. H. R. Duval) was appointed for the whole property, and in February, 1886, was authorized to spend $800,000. It is stated that this step is taken in order to raise funds to put the road and equipment in condition and to narrow the gauge in conjunction with other Southern roads. B. S. Henning President, N. Y. City. Gross earnings for 1884, $1,001,590; net, $385,198; interest, $313,900. (V. 42, p. 215; V. 44, p. 494.)

Florida Southern *(Narrow-gauge)*.—Owns from Palatka, Fla., to Gainesville, 50 m.; Rochelle to Leesburg to Brookville, 106 m.; Bartow to Charlotte Harbor, 75 m.; Leesburg to Astor, 50 m.; other Branches, 13 m; total owned, 294 miles. Capital stock, $10,000 per mile; 1st mortg. bonds, $12,000 per mile. There are also $285,000 bonds of the St. John & Lake Eustis RR., 50 m., guaranteed by this Co. Company has a State land grant of 13,840 acres per mile. J. W. Candler, Pres., Boston.

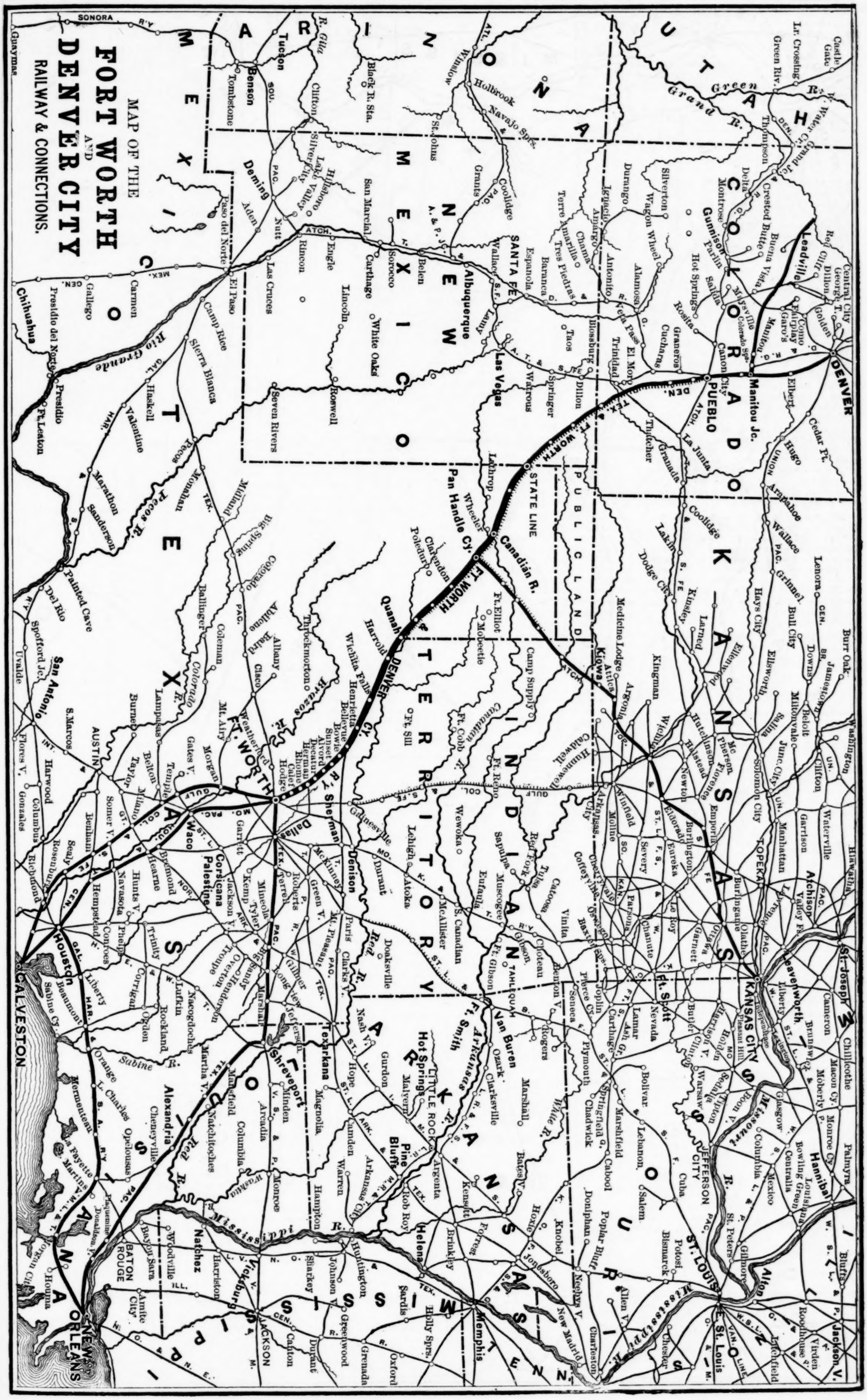
Fonda Johnstown & Gloversville.—Owns from Fonda to Northville, 26 miles. The stock is $300,000. Gross earnings in 1885-86, $163,664; net, $76,325; surplus over all charges and 10 per cent dividend, $13,316. Gross earnings in 1884-85, $160,324; net, $68,568; surplus over charges and 9½ per cent dividend, $3,364. W. J. Heacock, President, Gloversville, N. Y.

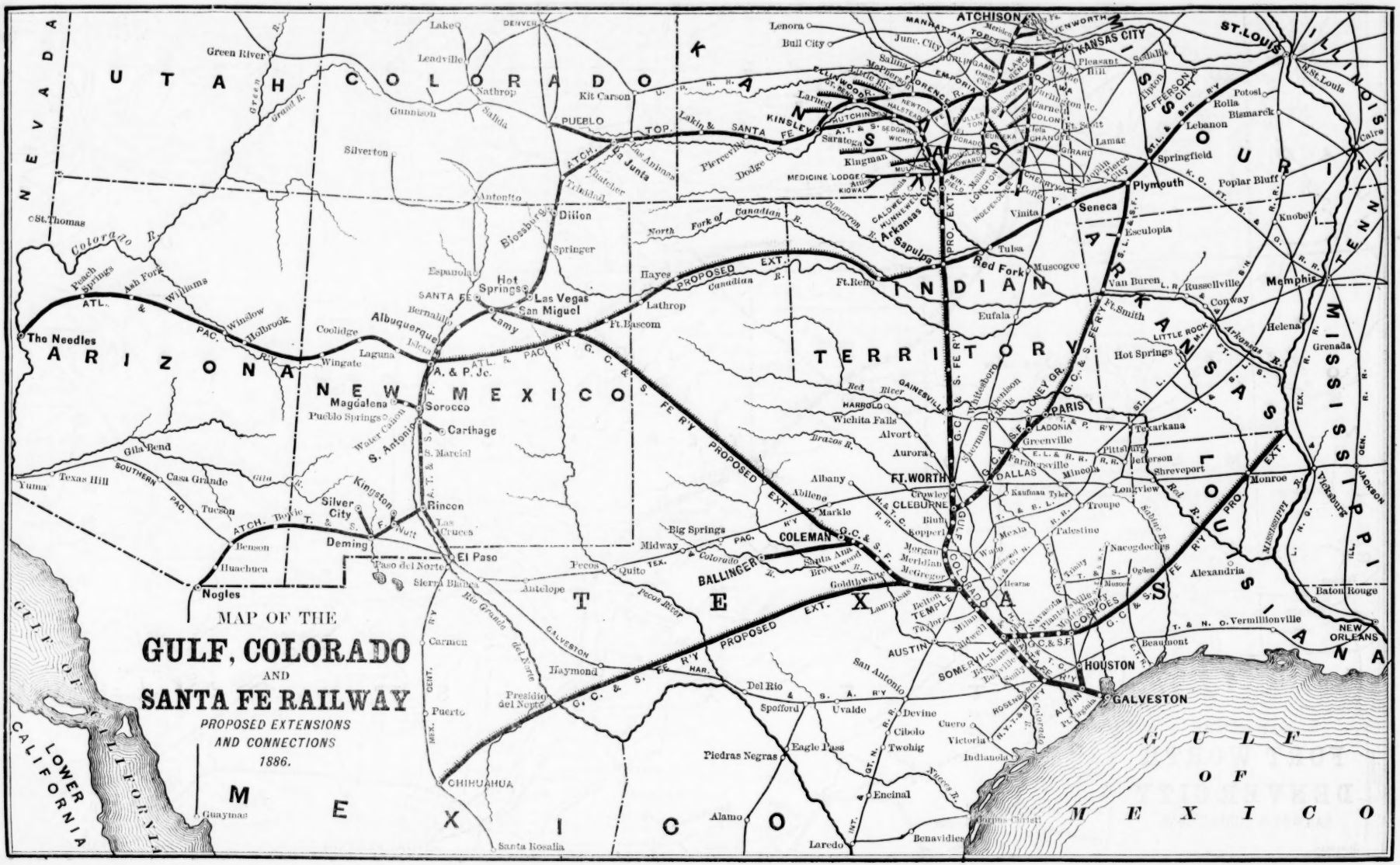
Fort Madison & Northwestern.—Narrow gauge road from Fort Madison, Ia., to McKee, Ia., about 45 miles. Stock, $425,600. Default on bonds was made October, 1884, and in July, 1885, a receiver took possession, and it was proposed to issue new bonds at $14,000 per mile, change the gauge and complete the full line of 100 miles and retire old bonds by some settlement with the holders, either giving them the new bonds or otherwise. C. A. Gilchrist, Receiver.

Fort Wayne & Jackson.—Owns from Jackson, Mich., to Fort Wayne, Ind., 97 miles. The former Fort Wayne Jackson & Saginaw made default on its bonds and was sold in foreclosure Dec. 3, 1879. On Sept. 1, 1882, leased perpetually to Lake Shore & Mich. Southern at a rental of $126,027, equal to 5½ per cent on the pref. stock, and after 1887 any net earnings over 8 per cent on pref. stock to be paid as dividend on common stock, but not exceeding 2 per cent a year.

Fort Wayne Cincinnati & Louisville.—From Fort Wayne, Ind., to Connorsville, Ind., 104 miles; branch to Rushville, Ind., 24 miles; total operated, 128 miles. The Fort Wayne Muncie & Cincinnati Co. defaulted and a receiver was appointed Nov., 1874. The road was sold in foreclosure, July 27, 1881, to Elijah Smith, for the bondholders, for $1,000,000. The bondholders reorganized under this name. There are $100,000 notes, due 1893. Gross earnings in 1886, $271,561; net, $58,241. Gross in 1885, $227,841; net, $22,509; interest paid, $7,000. Elijah Smith, Pres't, N. Y.

Fort Worth & Denver City.—*(See Map)*—From Fort Worth, Tex., northwest, to Quanah, Tex., 194 miles. Stock, $20,000 per mile, $3,880,000; par value of shares, $100. Bonds are issued at $25,000 per m. for the 200 miles to near Quanah, but beyond that point to be issued at $16,000 p. m., making the whole road average $18,000 per mile. The road is under construction to the State line to form a junction with the Denver Texas & Fort Worth, and thereby constitute a through line from Denver via Fort Worth to Galveston and New Orleans. Gross earnings year ending Oct. 31, 1886, $423,180; net, $175,074; fixed charges, $165,000; surplus, $10,074. For five months from Nov. 1 to March 31, in 1886-7, gross earnings were $235,360, against $141,090 in 1885-6, net, $109,782, against $48,687. Morgan Jones, Pres., Fort Worth.—(V. 42, p. 22, 215, 211, 463, 479, 549, 782; V. 43, p. 49, 547, 579, 774; V. 44. p. 60, 90, 184, 211, 308, 392, 400, 434, 499, 526, 551.)


MAP OF THE
FORT WORTH
AND
DENVER CITY
RAILWAY & CONNECTIONS.
ARIZONA
NEW MEXICO
MEXICO
TEXAS
COLORADO
UTAH
KANSAS
INDIAN TERRITORY
PUBLIC LAND
ARKANSAS
LOUISIANA
MISSISSIPPI
MISSOURI
ILLINOIS
TENN.
SONORA R'Y
Guaymas
Tucson
Benson
Tombstone
R. Gila
Black R. Sta.
Clifton
Silver City
Lake Valley
Hillsboro
Deming
Aden
Nutt
Paso del Norte
El Paso
Las Cruces
Rincon
Engle
San Marcial
Carthage
Sorocco
Belen
Albuquerque
Lincoln
White Oaks
Roswell
Seven Rivers
Winslow
Holbrook
Navajo Sprs.
St. Johns
Grants
Coolidge
Wallace
SANTA FE
Lamy
Las Vegas
Watrous
Springer
Dillon
Espanola
Baranca
Tres Piedras
Terre Amarilla
Chama
Amargo
Ignacio
Antonito
Durango
Silverton
Wagon Wheel
Alamosa
Veta Pass
El Moro
Trinidad
Blossburg
Taos
Cucharas
Graneros
Rosita
Canon City
PUEBLO
Manitou Jc.
Manitou
DENVER
Elbert
Cedar Pt.
Hugo
La Junta
Thatcher
Granada
Coolidge
Lakin
Dodge City
Kinsley
Larned
Ellinwood
Hot Springs
Salida
Maysville
Parlin
Gunnison
Montrose
Delta
Crested Butte
Buena Vista
Leadville
Red Cliff
Dillon
George T.
Central City
Golden
Como
Fairplay
Garo's
Grand Jc.
Thompson
Green Riv.
Lr. Crossing
Castle Gate
Green R.
Grand R.
CHIHUAHUA
Carmen
Gallego
Presidio del Norte
Presidio
Ft. Leaton
Rio Grande
Camp Rice
Sierra Blanca
Haskell
Valentine
Marathon
Sanderson
Pecos
Pecos R.
Monahan
Midland
Big Spring
Colorado
Abilene
Baird
Cisco
Albany
Throckmorton
Ballinger
Coleman
Lampasas
Burnet
Painted Cave
Del Rio
Spofford Jc.
Uvalde
San Antonio
S. Marcos
AUSTIN
Flores V.
Harwood
Gonzales
Columbus
Richmond
Rosenburg
Sealy
Benham
Taylor
Belton
Temple
Gates V.
Morgan
Mt. Airy
Weatherford
FT. WORTH
Hodge
Calef
Rhome
Herman
Decatur
Alvord
Sunset
Bowie
Bellevue
Henrietta
Wichita Falls
Harrold
Quanah
Clarendon
Poledura
Pan Handle Cy.
Wheeler
Lathrop
STATE LINE
Canadian R.
FT. WORTH & DENVER CY. R'Y
Ft. Elliot
Mobeetie
Camp Supply
Ft. Cobb
Ft. Sill
Ft. Reno
Brazos R.
Canadian R.
Waco
Milano
Somer V.
Hearne
Bremond
Corsicana
Palestine
Garrett
Dallas
Sherman
Gainesville
Denison
McKinney
Terrell
Kemp
Jackson V.
Mineola
Tyler
Troupe
Overton
Henderson
Big Sandy
Longview
Gilmer
Marshall
Jefferson
Roberts
Green V.
Mt. Pleasant
Paris
Clarks V.
Navasota
Hunts V.
Hempstead
Conroes
Phelps
Trinity
Corrigan
Lufkin
Nacogdoches
Rockland
Ogden
Houston
GALVESTON
Liberty
Beaumont
Sabine Cy.
Orange
Sabine R.
L. Charles
Mermentent
La Fayette
St. Martins V.
Opelousas
Cheneyville
Alexandria
Martha V.
Mansfield
Natchitoches
Shreveport
Minden
Arcadia
Columbia
Monroe
Red R.
Washita
Plaquemine
Donaldson V.
BATON ROUGE
Bayou Sara
Woodville
Houma
Morgan City
NEW ORLEANS
Natchez
Harriston
Amite City
Vicksburg
JACKSON
Canton
Durant
Sharkey
Johnson V.
Greenwood
Grenada
Oxford
Holly Sprs.
Memphis
Sardis
Helena
Huntington
Mississippi R.
Texarkana
Magnolia
Hope
Gurdon
Nash V.
Camden
Warren
Hampton
Arkansas City
Pine Bluffs
Malvern
Hot Springs
LITTLE ROCK
Argenta
Rob Roy
Brinkley
Kensett
Forrest
Bates V.
Marshall
Clarksville
Ozark
Van Buren
Ft. Smith
Arkansas R.
White R.
Hoxie
Jonesboro
Knobel
Neelys V.
New Madrid
Charleston
Allen V.
Doakesville
Atoka
Lehigh
Durant
McAllister
S. Canadian
Eufaula
Muscogee
Wewoka
Sapulpa
Red Fork
Tulsa
Catoosa
Choteau
Gibson
Ft. Gibson
TAHLEQUAH
Vinita
Benton V.
Rogers
Kiowa
Attica
Medicine Lodge
Argonia
Kingman
Caldwell
Hunnewell
Wichita
Hutchinson
Halstead
Newton
Mc Pherson
Florence
Winfield
Arkansas City
Moline
Severy
Eldorado
Eureka
Burlington
Emporia
Coffeyville
Cherryvale
Oswego
Parsons
Chanute
Le Roy
Garnett
Ottawa
Baxter Sps.
Joplin
Pierce Cy.
Seneca
Carthage
Lamar
Ft. Scott
Nevada
Butler
Harrison V.
Holden
Clinton
Warsaw
Sedalia
Tipton
Boon V.
Olathe
Burlingame
TOPEKA
Lawrence
KANSAS CITY
Independence
Pleasant Hill
Leavenworth
Atchison
Valley Fs.
St. Joseph
Liberty
Lexington
Cameron
Brunswick
Chillicothe
Macon Cy.
Moberly
Monroe Cy.
Glasgow
Columbia
Mexico
Centralia
Hannibal
Louisiana
Bowling Green
Palmyra
Missouri R.
JEFFERSON CITY
St. Peters
Gillmore
ST. LOUIS
E. St. Louis
Alton
Bluffs
Jackson V.
Virden
Roodhouse
Litchfield
Chester
Potosi
Bismarck
Cuba
Salem
Poplar Bluff
Doniphan
Cabool
Marshfield
Lebanon
Bolivar
Springfield
Chadwick
Plymouth
Ash Gr.
Hiawatha
Washington
Waterville
Garrison
Manhattan
Clifton
Junc. City
Solomon City
Salina
Miltonvale
Beloit
Jamestown
Downs
Burr Oak
Bull City
Ellsworth
Hays City
Grinnel
Lenora
Wallace
Arapahoe
Ellinwood


MAP OF THE
GULF, COLORADO
AND
SANTA FE RAILWAY
PROPOSED EXTENSIONS
AND CONNECTIONS
1886.
NEVADA
UTAH
COLORADO
KANSAS
NEW MEXICO
ARIZONA
INDIAN TERRITORY
TEXAS
MEXICO
LOWER CALIFORNIA
GULF OF CALIFORNIA
GULF OF MEXICO
ATCHISON
KANSAS CITY
ST. LOUIS
PUEBLO
Kit Carson
Lenora
Bull City
Green River
Leadville
Gunnison
Salida
Nathrop
Silverton
Antonito
Dillon
Springer
Las Vegas
San Miguel
Hot Springs
Espanola
Albuquerque
Bernalillo
Lamy
Lathrop
Ft. Bascom
Wingate
Laguna
Coolidge
Holbrook
Winslow
Williams
Ash Fork
Peach Springs
The Needles
St. Thomas
Colorado R.
Grand R.
Green R.
Gila Bend
Yuma
Texas Hill
Casa Grande
Tucson
Benson
Huachuca
Nogales
Silver City
Deming
Kingston
Rincon
Las Cruces
El Paso
Paso del Norte
Sierra Blanca
Magdalena
Pueblo Springs
Sorocco
Carthage
S. Marcial
S. Antonio
Water Cañon
Gila R.
Carmen
Puerto
Presidio del Norte
Chihuahua
Guaymas
Santa Rosalia
Hayes
Canadian R.
North Fork of Canadian R.
Cimarron R.
Arkansas R.
Sapulpa
Tulsa
Muscogee
Red Fork
Ft. Reno
Vinita
Seneca
Esculopia
Eufala
Van Buren
Ft. Smith
Russellville
Conway
Memphis
Springfield
Plymouth
Poplar Bluff
Knobel
Lebanon
Rolla
Bismarck
Potosi
St. Louis
Cairo
Hot Springs
Helena
Grenada
Vicksburg
Jackson
Monroe
Shreveport
Texarkana
Pittsburg
Jefferson
Paris
Honey Grove
Gainesville
Whitesboro
Denison
Sherman
Wichita Falls
Harrold
Alvord
Aurora
Greenville
Ladonia
Dallas
Fort Worth
Albany
Abilene
Crowley
Cleburne
Markle
Big Springs
Midway
Coleman
Ballinger
Colorado R.
Brownwood
Santa Ana
Goldthwaite
Morgan
Meridian
McGregor
Waco
Mexia
Troupe
Kaufman
Tyler
Longview
Marshall
Jefferson
Naconodoches
Alexandria
Baton Rouge
New Orleans
Vermillionville
Houston
Galveston
Beaumont
Austin
San Antonio
Somerville
Temple
Taylor
Milano
Caldwell
Lampasas
Belton
Coryell
Coyotes
Del Rio
Spofford
Uvalde
Devine
Cibolo
Twohig
Eagle Pass
Piedras Negras
Encinal
Alamo
Laredo
Benavides
Corpus Christi
Cuero
Victoria
Indianola
Rosenberg
Alvin
Pecos
Quito
Antelope
Pecos River
Rio Grande
Rio Grande del Norte
Calveston
Raymond
Midland
Lake
Denver
Pueblo
Trinidad
Las Animas
Dodge City
Kingman
Medicine Lodge
Attica
Kiowa
Harper
Caldwell
Hunnewell
Arkansas City
Winfield
Independence
Cherryvale
Coffeyville
Parsons
Joplin
Pierce City
Lamar
Carthage
Neosho
Springfield
Ft. Scott
Iola
Garnett
Colony
Yates Center
Chanute
Howard
Eureka
Wichita
Sedgwick
Halstead
Newton
Hutchinson
Kinsley
Larned
Great Bend
Florence
Emporia
Topeka
Lawrence
Leavenworth
Manhattan
Junc. City
Salina
McPherson
Abilene
Ellsworth
Pleasant Hill
Sedalia
Clinton
Jefferson City
Potosi
Rolla
Bismarck
Lebanon
Springfield
Poplar Bluff
Knobel
Cairo
Illinois
Mississippi
Tennessee
Missouri
Arkansas
Louisiana
Indian Territory
Texas
Kansas
Colorado
Utah
Nevada
Arizona
New Mexico
Atl. & Pac. R.R.
A. T. & S. F. R.R.
Proposed Ext.
Gulf, Colo. & Santa Fe Ry.
Mex. Cent. Ry.
Mex. Int. Ry.
Mex. Nat. Ry.
Southern Pac.
Texas & Pac. Ry.
Missouri Pac. Ry.
Iron Mt. Ry.
St. L. & S.F. Ry.
K. C. & S. Ry.
K. C. & S.F. Ry.
K. C. & S.F. Ry. Proposed Ext.
Ft. Smith & Western Ry.
Little Rock & Ft. Smith Ry.
Little Rock & Memphis Ry.
Memphis & Little Rock Ry.
Texas & St. L. Ry.
Texas & Pac. Ry.
Missouri Pac. Ry.
Iron Mt. Ry.
Mississippi Central Ry.
Mobile & Ohio Ry.
Louisville & Nashville Ry.
Illinois Central Ry.
Chicago & Alton Ry.
Wabash Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, Burlington & Quincy Ry.
Chicago & Northwestern Ry.
Union Pacific Ry.
Denver & Rio Grande Ry.
Atchison, Topeka & Santa Fe Ry.
Missouri Pacific Ry.
Kansas City, Fort Scott & Memphis Ry.
Kansas City, Memphis & Birmingham Ry.
Kansas City, Clinton & Springfield Ry.
Kansas City, Pittsburg & Gulf Ry.
Missouri, Kansas & Texas Ry.
Missouri, Kansas & Texas Ry. of Texas
Gulf, Colorado & Santa Fe Ry.
Houston & Texas Central Ry.
Houston, East & West Texas Ry.
International & Great Northern Ry.
Texas & New Orleans Ry.
Texas & Pacific Ry.
Missouri Pacific Ry.
Iron Mountain Ry.
Missouri, Kansas & Texas Ry.
Missouri, Kansas & Texas Ry. of Texas
Houston & Texas Central Ry.
Houston, East & West Texas Ry.
International & Great Northern Ry.
Texas & New Orleans Ry.
Texas & Pacific Ry.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Fort Madison & Northwestern—1st mort., gold	45	1880	$500&c.	$320,000	7 g.	A. & O.	Last paid April, 1883.	April 1, 1905
Fort Wayne & Jackson—Pref. stock, (8 per cent)	97	....	....	2,287,832	2¾	M. & S.	N Y.,Farmers' L.&Tr.Co	Sept. 1, 1886
Common stock	97	....	....	431,747	....	....	.....	.....
Fort Wayne Cincinnati & Louisville—Stock	128	....	....	4,000,000	....	....	.....	.....
Fort Worth & Denv. City—1st M., gold	194	1881	1,000	4,400,000	6 g.	J. & D.	N. Y., Mercantile Tr. Co.	Dec. 1, 1921
Frederick & Pennsylvania Line—1st mortgage	28	1870	500 &c.	250,000	6	A. & O.	Pennsylvania RR. Co.	Oct. 1, 1900
Galveston Harrisb.& S.Antonio—1st mort, gold, l. gr.	256	'71-'80	1,000	4,756,000	6 g.	F. & A.	N.Y., South. Pacific Co.	Feb. 1, 1910
2d mortgage	226	1880	1,000	1,000,000	7	J. & D.	do do	June 1, 1905
Western Division, 1st mortgage, gold	671	1881	1,000	13,418,000	5 g.	M. & N.	New York.	May 1, 1931
do do 2d mortgage	671	1881	1,000	6,354,000	6	J. & J.	do	July 1 1931
Galveston Houston & Hend. of 1882—1st mort.,guar	50	1833	1,000	2,000,000	5	A. & O.	New York.	April 1, 1913
Geneva Ithaca & Sayre—1st mort., s. f., gold	35	1870	100 &c.	600,000	7 g.	J. & J.	Phila., Company's office.	July 1 1890
Georgia Midland & Gulf—1st mort. ($15,000 p. m.)	97	1886	1,000	600,000	6	J. & J.	N. Y., Central Trust Co	July 1, 1926
Georgia Pacific—1st mort., $10,000 per mile	313	1882	1,000	3,173,000	6	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1922
2d mort., income, cumulative ($15,000 p. m.)	202	1883	1,000	3,901,000	6	A. & O.	N. Y., Metropol'n Tr. Co.	Oct. 1, 1923
Georgia Railroad & Banking Co.—Stock	307	....	100	4,200,000	2½	Q.—J.	Am.Ex.Bk., N.Y.,&Aug	April 15, 1887
Bonds, not mortgage	....	....	1,000	100,000	7	J. & J.	do do	1890
Bonds, not mortgage ($300,000 mature in 1922)	....	77&80	1,000	2,300,000	6	J. & J.	do do	'97,1910,1922
Bonds, not mortgage	....	1887	1,000	200,000	5	J. & J.	do do	Jan. 1, 1922
Grand Rapids & Indiana—Stock	367	....	100	4,985,081	....	....	.....	.....
1st mort., land grant, gold (guar. by Pa. RR)	367	1869	1,000	3,934,000	7 g.	J. & J.	N. Y., Winslow, L. & Co.	Oct. 1, 1899
1st mort., gold, ($675,000 are land grant)	367	1869	1,000	1,441,000	7 g.	A. & O.	do do	Oct. 1, 1899
Six per cent mortgage	367	1884	1,000	2,700,000	6	M. & N.	do do	Nov. 1, 1899
Consol. mortgage for $13,000,000, coup. and reg.	367	1884	1,000	3,217,000	5	M. & S.	do do	Sept. 1, 1924
Mortgage (gold on Muskegon Division	42	1886	1,000	750,000	5 g.	J. & J.	do do	July 1, 1926
Green Bay Winona & St. Paul—1st mort. coup.	219	1881	1,000	1,600,000	6	F. & A.	N.Y.Farmers' L.&Tr.Co	Feb. 1, 1911
Funded coupon bonds	....	1886	....	280,830	6	F. & A.	do do	Aug. 1, 1906
2d mort. income bonds, reg., non-cumulative	219	1881	1,000	3,781,000	8	M. & N.	None ever paid.	May 1, 1911
Gulf Colorado & Santa Fe—1st M., g. ($12,000 p.m.)	950	1879	1,000	11,400,000	7 g.	J. & J.	N.Y.Nat.City Bk.&Galv.	July 1, 1909
2d mortgage ($8,000 per mile), gold	625	1885	1,000	5,000,000	6 g.	A. & O.	New York, Nat. City Bk.	Oct, 1, 1923
Hannibal & St. Joseph—Common stock	292	....	100	9,168,700	....	....	.....	.....
Preferred stock (7 p. c. yearly, not cumulative)	292	....	100	5,083,024	3	F. & A.	N. Y., Company's Office	Feb. 15, 1883
Consolidated mort. (for $8,000,000)	292	1881	1,000	6.643.000	5 & 6	M. & S.	N.Y., Bk.of No.America.	Mar. 1, 1911

Frederick & Pennsylvania Line.—Owns from Kingsdale to Frederick City, Md., 28 miles. It is leased to Pennsylvania RR., which pays interest on first mortgage. Preferred stock held by Pennsylvania RR., $461,000; common stock, $318,100; floating debt, (coupons, &c.), $184,645. Gross earnings in 1886, $53,312; net, $1,975. Charles E. Trail, President, Frederick City, Md.

Galveston Harrisburg & San Antonio.—(*See Map of Southern Pacific.*)—Owns from Houston, Texas, to San Antonio, Texas, 217 miles LaGrange Extension, 28 miles; Harrisburg to Pierce Junction, 8 miles; leased, Harwood to Gonzales, 12 miles; total, 266 miles. Western Extension, San Antonio to Rio Grande River, connecting with Southern Pacific, 636 miles; Eagle Pass Branch, 35 miles; total Western Extension, 661 miles. Grand total, 936 miles. The extensions to the Rio Grande at Eagle Pass and to El Paso were completed late in 1882.

This company was successor to the Buffalo Bayou Brazos & Col. Railway in 1870. The capital stock outstanding on the whole road is $27,061,544. The 1st mort. covers 256 miles of old road and 1,500,000 acres of land. The proceeds of land sales are used to retire the bonds, and also a sinking fund of 1 per cent, but it is optional with bondholders to surrender their bonds, if drawn. Of the second mortgage bonds due 1931, the company holds $355,000. In June, 1881, a large interest in the stock was bought by Southern Pacific parties. The mortgages on the Mexican Pacific extension cover 636 miles of road, from San Antonio to El Paso, and the Eagle Pass branch, 35 miles—671 in all. The land grant is sixteen sections (10,240 acres) per mile.

On Feb. 10, 1885, this property was leased for 99 years to the Southern Pacific Company, the lessee agreeing to pay interest on the debt, and a further sum equal to 16¼ per cent of the net profits on the whole Southern Pacific system.

For three months from Jan. 1 to Mar. 31, gross earn'gs were $698,240 in 1887, against $578,750 in 1886; net, $7,998, against $31,597 in 1886. Earnings and expenses for three years were:

	1884.	1885.	1886.
Miles operated	936	936	.....
Gross earnings	$2,902,591	$3,253,977	$2,599,463
Operating expenses	2,035,816	1,766,525	2,322,423
Net earnings	$866,775	$1,487,452	$277,040
Interest paid	1,276,861	1,418,811	.....
Balance	Def. $410,086	Sur. 68,641	.....

—(V. 42, p. 243, **693**; V. 43, p. 133, 163; V. 44, p. 344.)

Galveston Houston & Henderson of 1882.—Owns from Galveston, Texas, to Houston, Texas, 50 miles. The road was opened in 1853–4 and sold in foreclosure Dec. 1, 1871, and reorganized as the G. H. & H. of 1871. In July, 1880, the company defaulted on its interest and the road was sold in foreclosure Aug. 1, 1882, for $460,000, and purchased in the interest of Jay Gould and Russell Sage. The bondholders, by agreement with the purchasers, received new 5 per cent bonds for their old bonds, and the road is leased for 99 years, to the International & Great Northern Railroad Company and bonds guaranteed by that company. Stock of the new company is $1,000,000. In 1886 gross earnings were $401,031; expenses, $395,355; net, $5,676; interest and taxes, $118,467. In 1885, gross, $322,242; net, $42,356. —(V. 42, p. **662**; V. 44, p. **400**.)

Geneva Ithaca & Sayre.—Owns from Geneva, N. Y., to Sayre, Pa., 75 miles; branch, Ithaca, N. Y., to Cayuga, N. Y., 38 miles; Hayt's Corners branch (leased), 3 miles; total operated, 116 miles; Organized October 2, 1876, as successor of the Geneva Ithaca & Athens Railroad (sold in foreclosure September 2, 1876), which had been formed by consolidation of the Geneva & Ithaca and Ithaca & Athens railroads, May 25, 1874. In 1880 absorbed the Cayuga & South. RR., 37 miles. The common stock is $1,275,000; preferred, $400,000 Gross earnings year ending Sept. 30, 1885, $351,881; deficit, $83,023; interest, taxes, &c., $80,247; total deficit, $163,270. In 1885-86, gross, $412,128; net, $46,122; interest payments, $81,630; deficit, $35,507.

Georgia Midland & Gulf.—Road built from Columbus, Ga., to McDonough, 98 miles; projected to Athens, Ga., 145 miles. Operated by the Georgia Midland Construction Co.

Georgia Pacific.—Atlanta, Ga., to Coalburg, Ala., 177 miles; Birmingham, Ala., to Columbus, Miss., 75 miles; Greenville, Miss., to Johnsonville and Branch (N. G.), 52 miles; other branches, 13 miles; in operation April, 1887, 317 miles.. The Georgia Pacific has been built by Richmond & Danville Extension Company, and operated in the R. & D. system. The capital stock is $7,000,000. Interest on income bonds is cumulative. Gross earnings year ending Sept. 30, 1886, were $784,811 and net, $221,042. There are $279,802 car trust notes. The annual report was in V. 43, p. 745.—(V. 42, p. **154**; V. 43, p. 334, **745**; V. 44, p. 499.)

Georgia Railroad & Banking Co.—Augusta, Ga., to Atlanta, Ga., 171 miles; branches to Washington and Athens, 60 miles; Warrenton, Ga., to Macon, Ga., 76 miles; total owned and operated, 307 miles. The Western Railway of Alabama is controlled jointly with the Central RR. of Georgia, this company holding one-half the stock of $3,000,000. The Macon & Augusta RR., 76 miles, is owned by this company. The Port Royal & Augusta RR. is owned one-fifth part by this company; the Atlanta & West Point thirty-five one hundredths by this company.

In April, 1881, a lease for 99 years was made to W. M. Wadley and associates, for the Central of Georgia and the Louisville & Nashville railroads, at $600,000 per year, payable semi-annually, and dividends are 2½ per cent quarterly; the deficit to these companies in 1884–85 on the lease was $98,599. In 1886-87 net income from all sources including bank, was $670,802, leaving a surplus of $78,343 above all charges, including 10 per cent dividends. Total surplus of RR. Co. Mar. 31, 1887, $1,083,665; of Bank, $217,644.

Grand Rapids & Indiana.—(*See Map of Pennsylvania RR.*)—Owns from Fort Wayne Ind., to Mackinaw City, 367 miles; Manistee Branch, 22 miles; Missaukee Branch, 8 miles; Osceola Branch, 7 miles; total owned, 404 miles; leased and operated: Cin. Richmond & Fort Wayne RR., 86 miles; Traverse City Railroad, 26 miles; Bay View Little Traverse & Mackinaw Railroad, 6 miles; Muskegon Grand Rapids & Indiana RR., 77 miles—155 miles, Total, 599 miles.

The Grand Rapids & Indiana Railroad is operated in the interest of the Pennsylvania Railroad Co., and $4,000,000 of the first mortgage bonds were guaranteed by that company, which buys the coupons each year if any remain unpaid by the earnings. First mortgage bonds redeemed by the sinking fund are replaced by 5 per cent bonds issued. The bonds on the Muskegon Division have a traffic guarantee applicable to their interest payment.

The Co. has a land grant, and sold in 1886 29,169 acres, for $268,200. The lands unsold on Jan. 1, 1887, were 410,356 acres. The assets were $326,412 bills receivable, and cash with cashier, $33,085.

The annual report for 1885 was in CHRONICLE of May 28, 1887:

INCOME ACCOUNT.	1883.	1884.	1885.	1886.
	$	$	$	$
Gross earnings	2,361,605	2,116,299	1,946,143	2,098,127
Net earnings	640,098	613,720	603,715	760,593
Disbursements—				
Interest on debt	449,995	387,068	714,100	7 5,360
Int. on Penn.Co.note	25,902	21,586	.....	.....
Loss on leased roads	20,920	9,027	3,050	2,7-7
Adv.& int—C.R.F.W.	17,003	37,255	27,263	2-,019
Int.on G.R.I.& M. l'n	19,250	19,250	.....	.....
Int. on cps. prior yrs.	.....	*33,416	.....	.....
Total disbursemts.	533,070	567,602	744,413	746,406
Balance	sur. 107,028	sur. 46,118	def. 140,698	sur. 14,187

* Includes $89,075 for interest upon the debt to the guarantor for coupons of years previous to 1884; both coupons and interest were included in the general settlement. (V. 42, p. 365, 537, **547**, 604, 782; V. 43, p. 245, 398, 515, 634; V. 44, p. 22, 184, 235, 300, 434).

Green Bay Winona & St. Paul.—Owns from Green Bay, Wis., to Marshland, Wis., 209 miles; branches, 10 miles; leased—Plover to Steven's Pt., 6 miles; total, 225 miles. This was a reorganization in 1881 of the Green Bay & Minnesota, which company made default and the road was sold March 12, 1881. Preferred stock is $2,000,000, and entitled to 7 per cent when earned, and common stock $8,000,000, both stocks $100 shares. On Feb. 1, 1885, default was made on the first mortgage interest, and the trustee of the mortgage took possession, and in 1886 bondholders consented to fund the three overdue coupons and the company resumed payment on August 1. For 1884-85 gross earnings were $303,190; net, $33,043, ; taxes and interest, $102,586. Samuel Sloan, President, New York. (V. 41, p. 189, 355; V. 42, p. 60; V. 43, p. 96, 368.)

Gulf Colorado & Santa Fe.—(*See Map*)—Mileage as follows: Galveston to Gainesville, 420 miles; Alvin to Houston, 24; Somerville to Conroe, 71; Temple to Coleman and Bollinger, 196; Cleburne to Honey Grove, 132; total, 833 miles. Road was sold and reorganized April 15, 1879. Stock, $4,560,000.

In July, 1885, the old second mortgage at $13,000 per mile was retired and canceled and the new second mortg. at $8,000 per mile was issued. In April, 1886, the stock of this company was exchanged for the stock of the Atchison Topeka & Santa Fe RR. Co., and the two properties thus consolidated. See V. 42, p. 630.

For the year 1885 the gross earnings were $1,916,963; net, $517,293. For the year 1886 the earnings and income account were as follows on an average mileage of 669 miles operated: Gross earnings, $2,556,461; net, $672,858; other receipts, $236,282; total net, $909,141; interest, $762,669; taxes, &c., $73,776—$836,436; surplus, $ 72,705. —(V. 42, p. 124, 387, 393, 430, 487, 514, 630, 728, 753, 782; V. 43, p. 23, 245, 393, 619; V. 44, p. 21, 204, 495, 526, 551, 953.)

Hannibal & St. Joseph.—Owns from Hannibal, Mo., to St. Joseph, Mo., 206 miles; branches—Cameron to Kansas City 53 miles; St. Joseph to Atchison, Kans., 19 miles; Palmyra to Quincy Ill., 13 miles; total, operated, 292 miles.

The company was chartered Feb. 16, 1847, and road completed to St Joseph in Feb., 1859. The branches were built under different organizations. The Bridge across the Missouri River at Kansas City is owned The company received $3,000,000 in bonds from the State of Missouri, which loan was repaid in cash in June, 1881, but litigation followed. The U. S. Circuit Court decided the further sum of $173,049 to be due the State, and the case is yet pending on appeal. The land grant has been practically closed out.

In May, 1883, 90,000 shares of common stock and a large amount of preferred were sold to the C. B. & Q. RR. Co. at 45 for the common and par for the preferred, payable in C. B & Q. 5 per cent bonds at par.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Hannibal & St. Joseph—(Continued)—								
Bonds Quincy & Palmyra RR.	15	....	$....	$133,000	8	F. & A.	N.Y.,Bk.of No.America.	Jan. 1, 1892
Bonds Kansas City & Cam. RR.	53	1867	....	1,076,000	10	J. & J.	do do	Jan. 1, 1892
Harrisb. Portsm'th Mt. Joy & Lanc.—Stock	54	....	50	1,182,550	3½	J. & J.	Phila., Co.'s Office.	Jan. 10, 1887
1st mor., registered (extended 30 years in 1883)	54	1853	500 &c.	700,000	4	J. & J.	do do	July 1, 1913
Harrisburg & Potomac—1st mortgage, coupon	38	1874	100 &c.	507,200	7	J. & J.	Phila., Third Nat. Bk.	Jan. 1, 1904
Hartford & Connecticut Western—Stock	108	....	100	2,550,200	1½	....	.....	Dec. 1, 1882
1st mortgage	104	1883	1,000	610,000	5	J. & J.	Hartford.	July 1, 1903
Helena & Red Mountain—1st M., g., guar. by N. P.	17½	1887	1,000	400,000	6 g.	M. & S.	N. Y., N. Pacific RR.	March, 1937
Housatonic—Stock	127	....	100	820,000	....	....	.....	.....
Preferred stock	127	....	100	1,180,000	3	....	Bridgeport & Boston.	Jan. 10, 1887
2d mort. bonds of 1869	....	1869	500 &c.	300,000	6	J. & J.	Bridgeport, Office.	July 1, 1889
Bonds	....	....	....	76,500	4	....	do do	1910
Consolidated mort., reg.	....	1880	500 &c.	300,000	5	A. & O.	do do	April 1, 1910
Rolling stock certificates	....	....	....	200,000	5	....	.....	1889
Houst. East & West Texas.—1st M., gld ($7,000 p. m.)	192	1878	1,000	1,344,000	7 g.	M. & N.	Last coup'n pd. May, '86	1898
2d mort., land grant ($5,000 per mile)	192	1883	1,000	(†)	6	J. & J.	.....	Jan. 1, 1913
Houston & Texas Cent.—1st M., (main) gold, l.gr.,s.f.	345	1866	1,000	6,154,000	7 g.	J. & J.	Last paid July, 1884	July 1, 1891
1st mort., l. gr., West div. (Hempstead to Austin)	119	1870	1,000	2,271,000	7 g.	J. & J.	Last paid July, 1884	July 1, 1891
1st M., gold, Waco & N'west (Bremond to Ross)	58	1873	1,000	1,140,000	7 g.	J. & J.	Last paid July, 1884	July 1, 1901
Consol. mort., land grant, Main and Western Div.	464	1872	1,000	4,046,000	8	A. & O.	Last paid Oct., 1884	Oct. 1, 1913
Consol. mort., land grant, Waco & Northwest	58	1875	1,000	Nil.	8	M. & N.	.....	May 1, 1912
Gen. mort., gold (for $18,500,000)	522	1881	1,000	4,326,000	6 g.	A. & O.	Last paid Oct., 1884	April 1, 1925
Huntingdon & Broad Top—1st mort., gold	64	1854	500	416,000	7 g.	A. & O.	Philadelphia, Office.	Sept. 30, 1890
2d mortgage, gold	64	1857	500	367,500	7 g.	F. & A.	do do	Feb. 1, 1895
3d mortgage consolidated	64	1865	1,000	1,497,000	5	A. & O.	do do	April 1, 1895
Scrip for interest 1st and 2d mortgages	....	....	....	121,181	7	J. & D.	do do	Dec. 1, 1889
Illinois Central—Stock	2,355	....	100	30,000,000	3½	M. & S.	N. Y., 214 Broadway.	M'ch 1, 1887
Leased line 4 per cent stock, guar.		....	100	10,000,000	2	J. & J.	do do	Jan. 1, 1887
Mortgage bonds, sterling	706	1875	£200	2,500,000	6 g.	A. & O.	London.	April 1, 1895
Sterling bonds, (sinking fund £20,000 yearly)	706	1874	£200	3,900,000	5 g.	A. & O.	London, Morton R.& Co.	April 1, 1903
Mortgage, sterling	706	1875	£200	1,000,000	5 g.	J. & D.	do do	Dec. 1, 1905
Mortgage bonds, gold, coup., may be reg.	706	1886	1,000	1,500,000	4 g.	J. & J.	New York, 214 B'dway.	Jan. 1, 1951

Preferred stock has prior right to a non-cumulative dividend of 7 per cent; then common to 7; then both share. Fiscal year ends Dec. 31. Annual election occurs in November. The income accounts have shown a surplus for 1886 over all charges of $68,210; a surplus of $506,152 in 1885; a surplus of $445,168 in 1884; a surplus of $353,698 in 1883, and a surplus of $39,810 in 1882 after paying $330,395 for a 6½ per cent dividend on preferred stock. (V. 43, p. 308.)

Harrisburg Portsmouth Mount Joy & Lancaster.—Owns from Dillerville, Pa., to Harrisburg, Pa., 36 miles; branch, Middletown, Pa., to Columbia, Pa., 18 miles; total operated, 54 miles. The property was leased to the Pennsylvania Railroad Co. for 999 years from Jan. 1, 1861, the rental being 7 per cent on the stock and interest on the bonds. Operated as a part of main line of Pennsylvania Railroad.

Harrisburg & Potomac.—Owns from Bowmansdale to Shippensburg, Pa., 32 miles; branch to mines, 5½ miles; total operated, 37½ miles. Extensions projected from Bowmansdale to Harrisburg. Bonds authorized, $1,800,000. Stock $379,165. Thomas W. Ahl, President, Boiling Springs, Pa.

Hartford & Connecticut Western.—Hartford, Conn., to Rhinecliff, N. Y., 108. Foreclosure suit was begun in 1880 against the former Conn. West., and the State Treasurer took possession. On May 25, 1881, bondholders reorganized, and stock in new company issued for bonds. In March, 1882, the purchase of the Rhinebeck & Connecticut Railroad was made for $800,000 in the stock of this company. Gross earnings 1884-85, $307,924; deficit, $9,811. Gross in 1885-86, $348,964; net, $93,975; surplus over interest, &c., $55,027. (V. 44, p. 308.)

Helena & Red Mountain.—Road from Helena, Montana, northwest, 17½ miles. The bonds are guaranteed by the Northern Pacific; they are redeemable after March, 1897, at 105 by sinking fund provisions. Bonds sold in N. Y., April, 1887, by Griswold & Gillette.

Housatonic.—From Bridgeport, Conn., to State Line, Mass., 74 miles; Brookfield Junc. to Danbury, 6 miles; leased—Berkshire Railroad, 22 miles; West Stockbridge Railroad, 3 miles; Stockbridge & Pittsfield RR., 22 miles; total, 127 miles. The preferred 8 per cent stock was issued in 1845 to pay for laying the road with heavy iron. There are also $150,000 6 per cent equipment bonds due Feb. 1, 1888, and $70.000 5 per cent Danbury branch bonds due October 1, 1912. In Sept., 1886, the Housatonic leased the Danbury & Norwalk RR. for 99 years. Operations and earnings for three years past were as follows:

Years.	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings.	Net Earnings.	Rentals.	Div. % Pref.
1882–83	8,794,731	15,795,565	$735,492	$252,251	$74.107	8
1883–84	9,265,561	14,875,414	676,759	229,121	74,095	8
1884–85	8,835,567	14,890,424	645,859	249,632	74,102	5

—(V. 43, p. 334, 774.)

Houston East & West Texas.—Owns from Houston, Tex. to Sabine River at Logansport, 192 miles, and connects there with a line to Shreveport, La. (Narrow guage, 3 feet.) The company had a Texas land grant of 10,240 acres for each mile constructed and equipped. Bonds issued to the extent of $7,000 per mile first mortgage and $5,000 per mile second mortgage, but the 2d mortgage bonds were not sold and are held as collateral for the debt due Mr. Bremond, $750,000. Stock authorized, $10,000,000; issued, $1,920,000. In 1884 gross earnings, $281,552; net, $172,861. In July, 1885, M. G. Howe, Assistant Superintendent of the Houston & Texas Central, was appointed receiver of this company. Interest is in default, and the proposition made to bondholders was in V. 44, p. 244. (V. 42, p. 365, 387; V. 43, p. 131, 547; V. 44, p. 244.)

Houston & Texas Central. (*See map of Southern Pacific*)—Owns from Houston, Tex., to Red River City, Tex., 345 miles; branches—Hempstead, Tex., to Austin, Tex., 118 miles; Bremond, Tex., to Ross, Tex., 57 miles; total operated, 520 miles. Texas Central RR. completed from Ross to Albany, 177 miles. The company has a land grant from the State of Texas of 10,240 acres per mile, amounting to about 5,130,720 acres; but the lands are not on the line of the road. Mr. Morgan, of the Louisiana Steamship Line, bought a controlling interest in the stock, and in February, 1883, the Southern Pacific party purchased this interest ($3,965,500 of the stock) with their purchase of the Morgan property. Total stock is $7,726,900. The general mortgage of 1881 for $18,500,000 is made to the Farmers' Loan & Trust Co. as trustee, which company holds $1,500,000 Income and Indemnity bonds and $1,149,000 consol. mortgage bonds as security.

The coupons due January 1, 1885, on first mort. bonds were not paid by the Co., but were partly purchased by the Southern Development Co. The 1st mort. is a first lien on the main line at the rate of $20,000 a mile, covering 345 miles of road; it is also a first lien on ten sections of land for each mile, or 2,208,000 acres. The second mortgage at 8 per cent, is a second lien on 463 miles of road and also a first lien on six sections of land for each mile of road, being 1,777,920 acres in all.

In Nov., 1886, a formal sale of certain lands was made as required by the grant. (See V. 43, p. 514, 579.)

In February, 1885, B.G. Clark and Chas. Dillingham were appointed receivers in a suit of the Southern Development Co. against the railroad, and receivers' certificates were issued. In January, 1886, foreclosure proceedings were begun under the first mortgage, and the first mortgage trustees were afterwards put in possession of the property as receivers with Mr. Dillingham.

The latest proposal for reorganization, &c., was in V. 44, p. 653.

The gross earnings from Jan. 1 to Dec. 31 were $3,080,796 in 1886, against $2,681,520 in 1885; net, $769,579, against $629,143.

The following statement of gross earnings, operating expenses, amounts charged to renewals and betterments, and gross interest charges, in each of the past four years, shows that, excluding betterments, renewals and interest on floating debt, the income was more than sufficient to meet the first mortgage interest.

EARNINGS, EXPENSES AND CHARGES FROM 1882 TO 1885 INCLUSIVE.

	1882.	1883.	1884.	1885.
Gross earnings	$3,156,517	$3,251,875	$2,547,847	$2,739,915
Expenses—				
Operat'g, incl'g taxes.	$1,748,904	$1,713,771	$1,578,190	$2,052,377
Extraordin'y rep's, &c	459,500	687,392	549,699	77,192
Equipment	89,737	95,398	92,221	82,989
Total	$2,298,112	$2,526,562	$2,220,110	$2,212,559
Int. on floating debt	$53,858	$62,394	$86,130	$22,418
Int. & prin. State debt.	41,524	40,697	39,888	45,698
Surplus income	$763,022	$622,220	$201,718	$459,238
Int. on bonded debt p'd	1,193,200	1,193,200	1,193,200	.....
Def. on int. for bond. d't	$430,178	$570,979	$991,481	.....

—(V. 42, p. 60, 124, **461**, 487, 549, 575, 663; ; V. 43, p. 102, 131, 309, 515, 547, 579, 746; V. 44, p. 22, 184, 526, 653.)

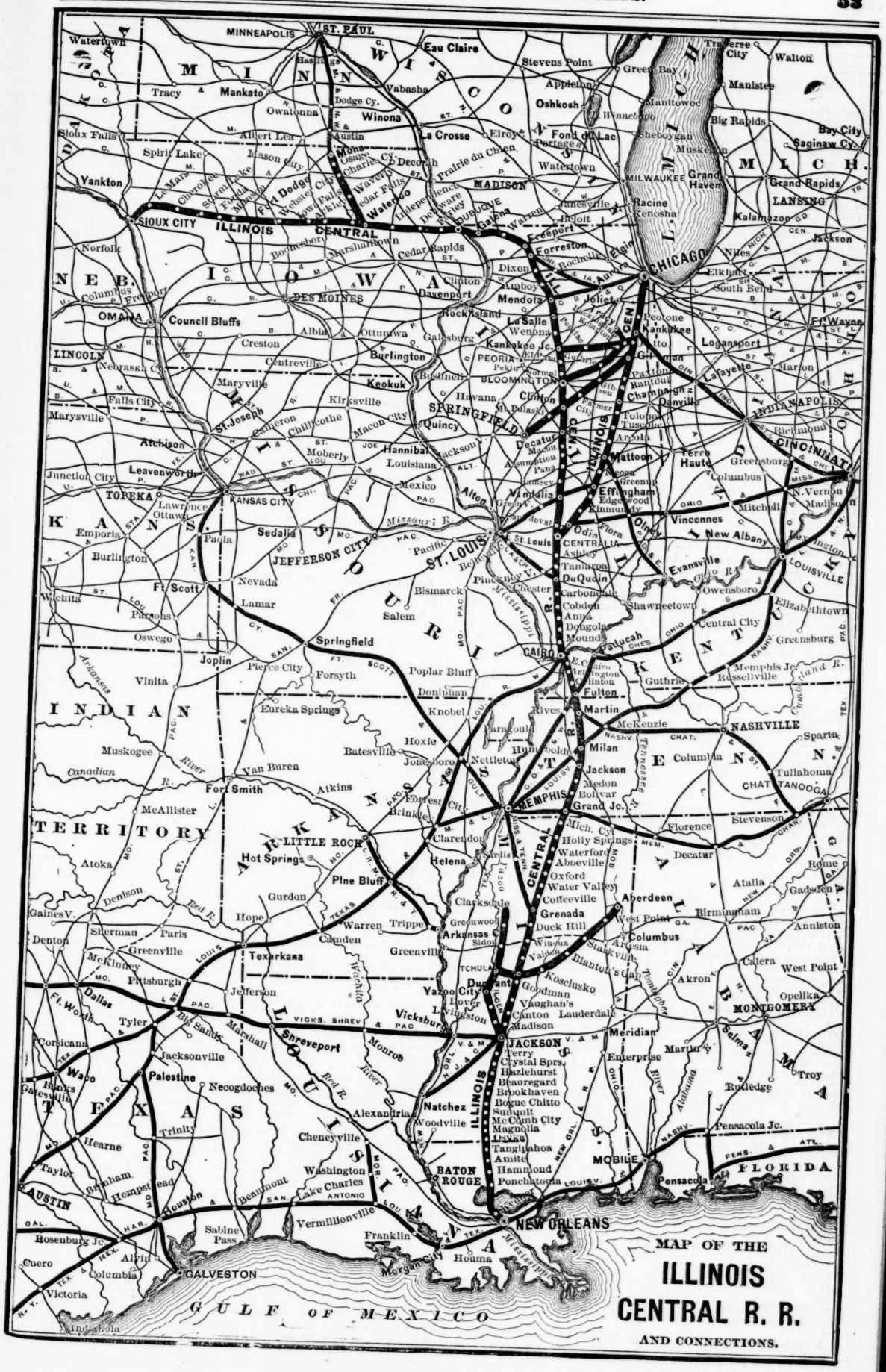
Huntingdon & Broad Top.—Owns from Huntingdon, Pa., to Mt. Dallas, Pa., 45 miles; branches—Shoup's Run, 9 miles; Six Mile Run, 4 miles; and Sandy Run, 3 miles; Long's Run Br., 3 miles; total operated, 64 miles. This road was opened in July, 1856. The capital stock is $1,363,050 common and $1,985,300 7 per cent pref. stock. In February, 1884, a dividend of 75 cents per share was paid on pref. stock, and in July, 1887, 2 per cent. Earnings in 1883, $424,494; net, $196,651. In 1884, earnings, $333,560; net, $175,724. In 1885 gross earnings $371,001; net, $191,709. In 1886, gross, $379,875; net, $222,736. (V. 44, p. 184.)

Illinois Central.—(*See Map.*)—Line of Road—On Dec. 31, 1886, the mileage was: Main line—Chicago to Cairo, 365 miles; East Dubuque to Centralia, 341 miles. Branches—Otto to Normal, Ill., 79 miles; Buckingham to Tracy, Ill., 10 miles; Kempton Junction to Kankakee Junc., Ill., 42 miles; Gilman to Springfield, 111 miles; Park Site to South Chicago, 5 miles; total in Illinois, 953 miles. Southern Division—New Orleans, La., to Cairo, Ill., 548 miles; branches: Durant, Miss., to Aberdeen, Miss., 108 miles; Jackson to Parsons, Miss., 115 miles; Schula to Durant, Miss., 24 miles. Total owned, 1,747 miles. Leased—Dubuque to Iowa Falls, 143 miles; Iowa Falls to Sioux City, 183 miles; Waterloo to Minnesota State Line, 76 miles. Total leased, 402 miles. Total operated Dec. 31, 1886, 2,089 miles. In Jan., 1887, took possession of the road Champaign to Havana, with branch from Monticello to Decatur, 130 miles, and the narrow-guage road West Lebanon, Ind., to Leroy, Ill., 76 miles, making total operated after January, 1887, 2,355 miles. Under construction: Chicago Madison & Northern, Freeport, Ill., to Madison, Wis., and Chicago to Freeport, about 170 miles.

Organization, Leases, &c.—This company was chartered in December, 1850, and organized in March, 1851, and the whole road, 707 miles, opened September, 1856. The Illinois Central was one of the first, and has been one of the most successful, of the land grant roads. The lands granted were upon the condition that the company should pay to the State 7 per cent of gross earnings yearly in lieu of taxes. The Springfield Division was acquired by a lease of the Chicago & Springfield (Gilman Clinton & Springfield foreclosed for 50 years, but road is practically owned. The leased lines in Iowa were acquired in 1867 by purchase of a controlling interest in their stock. The company acquired a controlling interest in the Chicago St. Louis & New Orleans Railroad, to which it made large advances. From July 1, 1882, leased the Chicago St. Louis & New Orleans for 400 years, at 4 per cent per annum on stock and issued the above 4 per cent leased line stock, in exchange for the Chic. St. L. & N. O. stock. Fiscal year ends Dec. 31. Annual election held in March.

Stocks and Bonds—The 4 and 3½ per cent bonds due in 1951 are under the old main line mortgage of 1874, and this company was the first to negotiate at par a 3½ per cent bond. On the Chic. St. L. & N. O. the lessee guarantees the principal and interest of all the outstanding bonds prior to the 5 per cent bonds, and by an endorsement on the latter bonds guarantees the payment of the interest on the same until the principal is paid. Of the first mortgage bonds, $541,000 are a prior lien on that portion of the road in Tennessee. The trust bonds of 1886 are secured each one by a deposit of a $1,000 bond of the Chic. St. L. & N. O. consol. 5 per cent mort. and they also have the agreement that they shall be secured by any future mort. that may be issued on the Ill. Cent. lines.

The company issued $10,000,000 new stock at par to stockholders of June 1, 1887, the proceeds to be used for acquisition of the leased lines in Iowa for construction, &c.


MAP OF THE
ILLINOIS
CENTRAL R. R.
AND CONNECTIONS.
ST. PAUL
MINNEAPOLIS
CHICAGO
SIOUX CITY
ILLINOIS CENTRAL
DUBUQUE
DES MOINES
COUNCIL BLUFFS
OMAHA
KANSAS CITY
TOPEKA
ST. JOSEPH
ST. LOUIS
SPRINGFIELD
PEORIA
BLOOMINGTON
JEFFERSON CITY
CAIRO
MEMPHIS
NEW ORLEANS
GALVESTON
LITTLE ROCK
FORT SMITH
SHREVEPORT
VICKSBURG
JACKSON
MERIDIAN
MOBILE
NASHVILLE
LOUISVILLE
CINCINNATI
INDIANAPOLIS
MILWAUKEE
MADISON
LA CROSSE
DUBUQUE
GULF OF MEXICO

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size or par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Pay'ble	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Illinois Central—(Continued)								
Mortgage bonds, gold, coup., may be reg	706	1886	$1,000	$2,496,000	3½ g.	J. & J.	N. Y., 214 Broadway	Jan. 1, 1951
Trust bonds sterl'g, (secured by Ch. S. L. & N. O. cons.)	....	1886	£200	5,000,000	3½ g.	J. & D.	London, Morton R. & Co.	July 1, 1950
Bonds, coup., mortgage on Ch. & Sp. RR	111	1877	$1,000	1,600,000	6	J. & J.	N. Y., 214 Broadway.	Jan. 1, 1898
Bonds, reg., mortgage on Middle Div	131	1881	1,000	968,000	5	F. & A.	do do	Aug. 1, 1921
Chic. St Louis & N. O., 2d M. (N. O. J. & G. N.)	224	1860	1,000	1,483,000	8	A. & O.	do do	Oct. 1, 1890
do do 1st mort	567	1877	1,000	1,398,000	7	M. & N.	do do	Nov. 1, 1897
do do 2d mort	567	1877	1,000	80,000	6	J. & D.	do do	Dec. 1, 1907
do do cons. M., gld. (for $18,000,000)	567	1881	1,000	15,030,000	5 g.	J. & D.	do do	June 15, 1951
Illinois & St. Louis—1st mortgage	19	1875	500	200,000	8	J. & D.	St. Louis.	June 1, 1895
Venice & Caron delet mort., guar	6	1880-2	1,000	300,000	6	Various	do	1900-'02
Indiana Bloomington & West.—Stock	696	....	100	10,000,800	....	....	.....	.....
1st mort., preferred, coup. or reg	202	1879	100 &c.	1,000,000	7	J. & J.	N. Y., Corbin Bank'g Co	Jan. 1, 1900
1st mortgage, coup., may be reg	202	1879	500 &c.	3,500,000	4 to 6	A. & O.	do do	April 1, 1909
Income bonds, reg., convertible	202	1879	100 &c.	72,300	6	....	do do	April 1, 1919
Consol. income bonds for $6,000,000	342	1881	1,000	4,688,000	6	....	do do	July 1, 1921
2d mortgage, coupon or reg	202	1879	500 &c.	1,500,000	4 to 6	A. & O.	do do	April 1, 1909
1st mortgage, gold, Eastern Division	140	1881	1,000	3,000,000	6 g.	J. & D.	do do	June 1, 1921
Sinking fund debentures	....	1883	1,000	500,000	6	F. & A.	do do	1903
Indianapolis Decatur & Springfield—1st mort., gold	153	1876	1,000	1,800,000	7 g.	A. & O.	Oct. '85 ½ cash & ½ scrip.	July 1, 1906
2d mortgage, gold	153	1876	1,000	2,703,000	7 g.	J. & J.	13¼ pd. on Jan. '82, coup.	July 1, 1906
Indiana Illinois & Iowa—Bonds	120	1882	1,000	600,000	6	M. & N	New York Agency.	1887
2d mortgage	120	1883	500	140,000	6	M. & N.	do do	1903
Indianapolis & St Louis—1st mort., in 3 series	72	1869	1,000	2,000,000	7	Various	N. Y., Union Trust Co.	July 1, 1919
Mort for $2,000,000, gold, (end. by C. C. C. & I.)	72	1882	1,000	500,000	6 g.	M. & N.	N. Y., U. S. Trust Co.	Nov. 1, 1912
Indianapolis & Vincennes—1st mortgage, guar	117	1867	500 &c.	1,700,000	7	F. & A.	N. Y., Farm. L. & T. Co.	Feb. 1, 1908
2d mortgage, guaranteed	117	1870	1,000	1,450,000	6	M. & N.	do do	May 1, 1900
Iowa Falls & Sioux City—Stock	184	....	100	4,600,000	1½	Q.—M.	Boston, at Office.	Mch. 1, 1887
1st mortgage, April 1, '69	184	1869	500 &c.	2,800,000	7	A. & O.	N. Y., Nat. Park Bank.	Oct. 1, 1917
Ithaca Auburn & West.—1st mort. (for $500,000)	38½	1876	100 &c.	400,000	7	J. & D.	N.Y., Hanover Nat. Bk.	Dec., 1906
2d mortgage. (income for 3 years)	38½	1877	100 &c.	498,000	7	J. & J.	do do	Jan. 1, 1907

Dividends paid since 1870 (prior to current year) have been: in 1871, 10 per cent; in 1872, 10; in 1873, 10; in 1874, 8; in 1875, 8; in 1876, 8; in 1877, 4; in 1878, 6; in 1879, 6; in 1880, 6; in 1881, 7; in 1882, 7; in 1883, 8 and 17 per cent in Chic. St. L. & N. O. stock, exchangeable for leased line certificates: in 1884, 10; in 1885, 8; in 1886, 7½. Prices of the stock yearly since 1870 have been: in 1871, 132@139½; in 1872, 119@140; in 1873, 90@126½; in 1874, 90@108½; in 1875, 88⅛@106½; in 1876, 60⅞@103¾; in 1877, 40½@79; in 1878, 72⅜@87; in 1879, 79¼@100⅜; in 1880, 99½@127⅜; in 1881, 124@146½; in 1882, 127¾@150½; in 1883, 124@148; in 1884, 110@140; in 1885, 119¼@140; in 1886, 130@143½; in 1887 to May 20, 128⅞@137⅝.

OPERATIONS AND FINANCES.—The Illinois Central for many years paid 10 per cent dividends, as the road drained a rich territory, of which it was the only outlet to Chicago. But the building of numerous east and west lines crossing its road cut into its business severely. The company, to extend its business, acquired the line from Cairo to New Orleans, and invested largely in improving the property.

For 1886 the annual report in V. 44, p. 307, 310, showed that the surplus over all charges (including construction and equipm't accounts) and 8 per cent dividends was $8,593. The profits of the whole line are shown in the figures below:

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
R'd op'rat'd Dec. 31.	1,928	2,066	2,066	2,149
Receipts—	$	$	$	$
Gross earnings	13,064,743	12,190,833	12,621,264	12,529,494
Net earnings	6,629,472	6,062,321	5,994,635	5,988,790
Interest, &c	293,009	188,967	270,627	313,343
Miscellaneous	202,226	121,206	65,966	102,121
Total	7,129,707	6,372,494	6,331,228	6,404,254
Disbursements—				
Rentals, incl. int. on bds. of leased lines.	1,891,538	1,787,316	1,901,038	1,875,073
Int. on Ill. C. debt	538,750	546,900	544,400	776,760
Div'ds on Ill. C. stk. & leased line certs	3,300,000	2,720,000	2,720,000	2,430,000
Taxes	559,980	545,269	556,074	575,459
Construction acc'ts.	632,529	219,943	518,859	615,926
Add't'l equip. acc't	.....	250,000	.....	.....
Miscellaneous	50,000	165,138	60,807	122,443
Total	6,972,797	6,234,566	6,331,178	6,395,661
Balance, surplus	156,910	137,928	50	8,593

—(V. 42, p. **303, 306**, 338, 339, 783; V. 43, p. 190, 245, 607, 671; V. **44**, p. 118, 149, 275, 291, **307, 310**, 343, 494, 526, 539, 653.)

Illinois & St. Louis.—Belleville to East St. Louis, Ill., 15 miles; branches to coal mines, 4 miles; total, 19 miles. Leases Venice & Caron. RR., 6 miles, and guarantees the bonds. Capital stock of Ill. & St. Louis is $900,000 preferred and $617,000 common. Gross earnings in 1884-85, $197,871; net, $32,264. Jos. W. Branch, President, St. Louis.

Indiana Bloomington & Western.—Owns from Indianapolis, Ind., to Pekin, Ill., 202 miles, and Indianapolis to Springfield, Ohio, 142 miles. Leased, Pekin to Peoria, 9 miles; Springfield to Sandusky, O., 130 miles; Cary, O., to Findlay, O., 16 miles; Springfield to Columbus, 45 miles. Total operated, 543 miles. This was a consolidation in March, 1881, of the Ind. B. & W. and the Ohio Ind. & Pacific. The Cincinnati Sandusky & Cleveland and branch was leased in April, 1881; but of this, 24 miles (Springfield, O., to Dayton) is leased to Cincinnati & Springfield. In April, 1885, the lease of the Indianapolis Decatur & Springfield road was given up. The former Indianapolis Bloomington & Western Company defaulted Oct. 1, 1874, and a Receiver was appointed Dec. 1, 1874. The road was sold in foreclosure Oct. 30, 1878, and the company reorganized.

In July, 1886, a receiver was appointed for the I. B. & W., as the company was held liable for a larger rental of the Cin. Sandusky & Cleveland road than had been expected; but the U. S. Circuit Court sustained the decision and ordered the rental to be paid, and in Nov., 1886, a circular was issued proposing a plan of foreclosure and reorganization. (See V. 43, p. 579.) On March 28, 1887, the road was sold at Indianapolis and will be reorganized pursuant to the plan.

For the year ending June 30, 1886, see report in V. 43, p. 546, gross earnings $2,493,536; net, $839,783; disbursements, $919,497; deficit, $79,714.

For the year ended Dec. 31, 1885, the report in CHRONICLE V. 43, p. 216, gave gross earnings, $2,335,539; net, $717,107; add rental, earnings of C. S. & C. Railway, Springfield to Dayton, $80,642. Total available revenue, $797,748. Payments: Rentals, $332,410; interest on bonds, $530,000; other interest, $23,387; taxes, $83,000; New York office expenses and services, $15,593—total, $985,391; deficit under all charges, $187,642. (V. 42, p. 463, 479, 601, 783; V. 43, p. 23, 49, 102, 132, **216**, 309, 398, 458, 515, **546**, 579, 654; V. 44, p. 90, 184, 211, 434.)

Indianapolis Decatur & Springfield.—Owns from Decatur, Ill., to Indianapolis, Ind., 153 miles. This company is successor to the Indiana & Ill. Cent. RR. sold in foreclosure April 26, 1875. In Dec., 1881, was leased to Ind. Bloom. & W. for 50 years, at 30 per cent of gross earnings, but with a guarantee of $200,000 per year. In March, 1885, this lease was relinquished and Mr. Hammond, the President, was appointed receiver. The first-mortgage bondholders funded one-half of the coupons due April 1 and Oct. 1, 1885, in five years' scrip, the other half being paid in cash. Foreclosure is made under the 2d mort. and stock assessed $2 50 per share. On May 25, 1887, sale will be made in New York. Common stock is $500,000. (V. 43, p. 718; V. 44, p. 184, 211, 362.)

Indiana Illinois & Iowa.—Completed and in operation from Streator, Ill., to Knox, Ind., 120 miles. Stock, $3,598,000. Gross income in 1884-5, $113,315; net, $8,095; deficit under charges, $20,850. Gross in 1885-6, $123,089; net, $22,568. F. M. Drake, President, Centreville, Iowa.

Indianapolis & St. Louis.—Owns from Indianapolis to Terre Haute, Ind., 72 miles; leased line, St. L. Al. & T. H. and branches, 193 miles; total operated, 265 miles. The old lease of the St. Louis A. & T. H. was guaranteed by three other companies, and suit has been pending as to the rental. The company was formerly controlled by the Pennsylvania and Cleveland Columbus Cin. & Ind. companies, who jointly owned the stock of $600,000. Interest had not been paid on the second mortgage and equipment bonds since July, 1878, and on July 28, 1882, the road was sold in foreclosure for $1,396,000 (subject to 1st mort.) and bought for Clev. Col. Cin. & Ind. Co. and a new company organized September, 1882, with J. H. Devereux as President. A new lease was made of the St. Louis Alton & Terre Haute by which this company and the Cleveland Columbus Cincinnati & Indianapolis are jointly liable for the rent of $450,000 per year as a minimum. Of the first mortgage bonds series "A" are J. & J.; series "B," M. & S.; series "C," M. & N.; and the C. C. C. & I. RR. guarantees $750,000 of them.

There has been a large deficit on the company's operations after deducting the rental. Net earnings in 1886 were $444,513; rental paid, $450,000; interest on bonds, $170,000; miscellaneous, $149,512; total, $769,512; net loss to lessee in 1886, $324,999; deficit in 1885, $560,951. The road is only incidentally of advantage to its owners as a route to St. Louis.

Operations and earnings for six years past were:

Years.	Miles.	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings.	Net Earnings.
1882	265	21,008,318	202,985,772	$2,086,776	df. 111,608
1883	265	20,963,061	196,667,532	2,131,621	172,419
1884	265	22,494,880	207,672,278	1,921,726	189,904
1885	265	20,596,678	216,121,867	1,855,903	249,249
1886	265	21,017,157	177,844,516	1,876,495	444,513

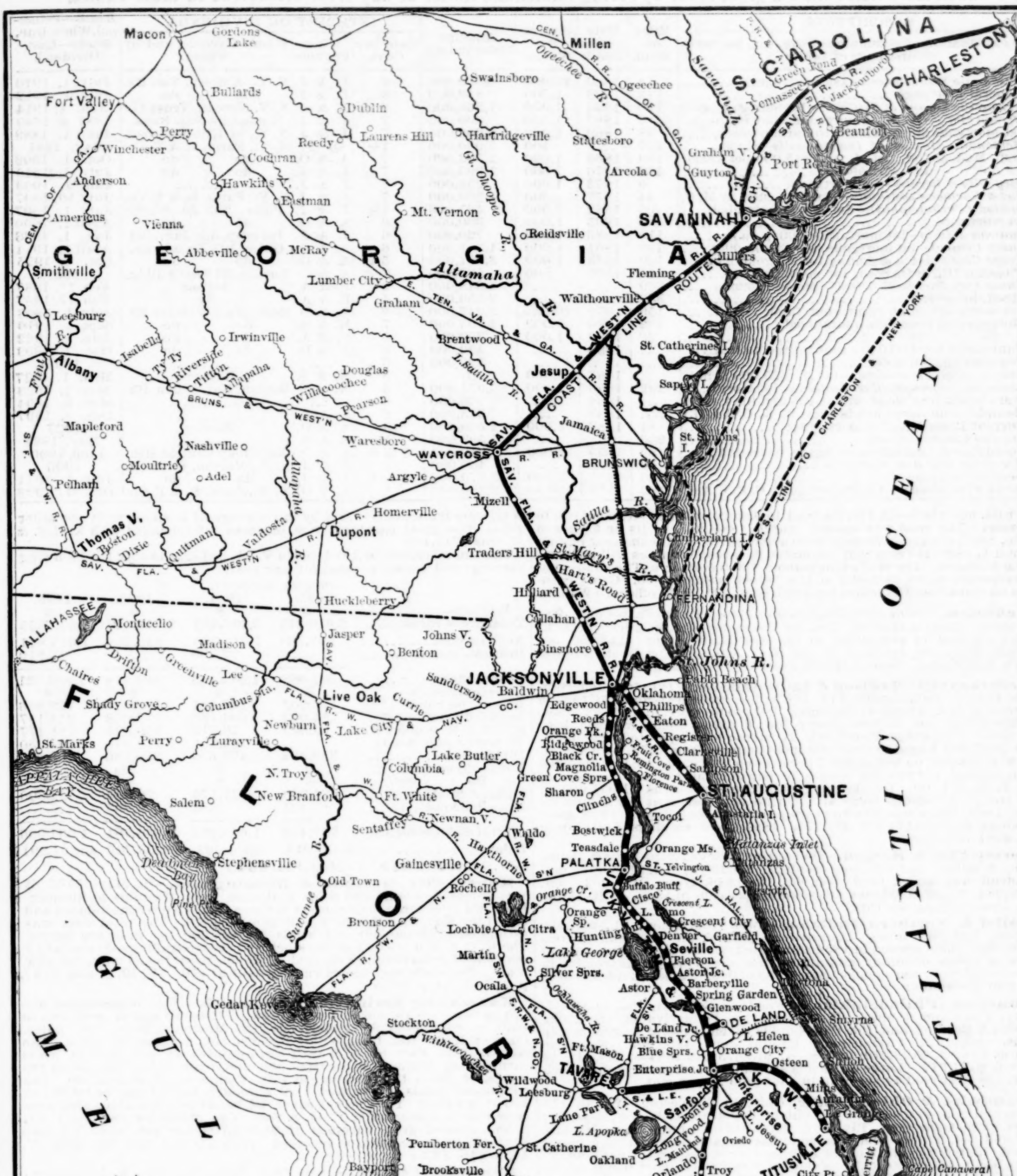
Indianapolis & Vincennes.—Owns from Indianapolis, Ind., to Vincennes, Ind., 117 miles; branch, Bushrod to Dugger, 12 miles; total, 129 miles. The Penn. Co. owns a controlling interest in the stock and operates the road, advancing the deficiency to pay interest on the bonds. The capital stock is $1,402,000; the debt due to Penn. Co. Dec. 31, 1886, was $1,513,007. In 1881 the net earnings were $10,260; in 1882, $19,850; in 1883, deficit, $11,031; in 1884, deficit, $9,570; in 1885, deficit, $5,847; in 1886, surplus, $26,298. Annual interest on debt, $206,000.

Iowa Falls & Sioux City—*(See Map of Illinois Central)*.—Owns from Iowa Falls, Ia., to Sioux City, Ia., 184 miles. This road was opened in 1870 and was leased to the Illinois Central for 20 years from Oct. 1, 1867, at a rental of 36 per cent of the gross earnings. The Illinois Central had an option of continuing the lease after 1887 at same rental, but acquired the property by purchase of the stock. In the year ending March 31, 1886, the total rental was $261,667; receipts from sales of lands, $283,500; the total net income was $613,882, and all expenses, including dividends, $518,000. The contingent fund invested was $1,450,000. Lands remaining unsold, 30,314 acres. In 1887 paid a dividend of $30 from assets. Horace Williams, President, Clinton, Ia. (V. 43, p. 607; V. 44, p. 439.)

Ithaca Auburn & Western.—Owns from Freeville to Auburn, N. Y., 38 miles. The New York & Oswego Midland RR., Western Extension, was sold in foreclosure, and this company organized Sept. 20, 1876. The stock is $975,800. On April 1, 1883, was leased to Southern Central of New York for the term of its charter, at a rental of 33⅓ per cent of gross earnings, with guarantee that rental shall equal 4 per cent on first mortgage bonds. In Nov., 1886, leased to Lehigh Valley RR. with So. Central. Foreclosure has been consented to by a majority of bondholders in order to change the form of bonds to conform to the terms of the lease.

Jacksonville Southeastern.—Owns from Jacksonville to Centralia, Ia., 112 miles. This was the Jacksonville Northwestern & Southeastern RR., projected from Jacksonville to Mt. Vernon, 125 miles. Bonds were issued at $20,000 per mile, amounting to $600,000. In 1879 the company was reorganized by the bondholders under this name. Stock $1,000,000. In year ending June 30, 1885 gross earnings were $158,703; net, $15,304; interest on bonds, $61,390; def., $16,085. W. S. Hook, Pres'd't, Jacksonville, Ill.

Jacksonville Tampa & Key West.—*(See map)*—Line of road Jacksonville, Fla., to Sanford, 126 m.; Enterprise branch, 4 m. Leased At. Coast St. Johns & I. R., Enterprise to Titusville, 37 m.; operates Jacksonv. St. Aug. & Halifax, 37 m.; total operated, 204 m. This road forms a link in the Atlantic Coast line running from Jacksonville to Sanford,



MAP OF THE
JACKSONVILLE,
TAMPA
AND
KEY WEST
RAILWAY & CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Jacksonville Southeastern—1st mortgage	54	1880	$1,000	$300,000	6	J. & J.	N. Y., Am. Ex. Nat. Bk.	July 1, 1910
General mortgage	112	1882	1,000	879,000	6	J. & J.	do do	July 1, 1912
Jacksonville Tampa & Key West—1st mortgage, gold	130	1884	1,000	1,566,000	6 g.	J. & J.	N. Y. Mercan. Trust Co.	Jan. 1, 1914
Jefferson (Pa.)—1st & 2d morts. (Hawley Branch)	9	1867	1,000	300 000	7	J. & J.	Honesdale Nat. Bank.	1887 & 1889
1st mortgage (Susquehanna to Carbondale)	38	1869	1,000	2,000,000	7	J. & J.	N. Y., by Erie Railroad.	Jan. 1, 1889
Jeffersonville Madison & Indianapolis—Stock	222	....	100	2,000,000	1½	Q.—F.	N. Y., Farm. L. & T. Co.	May, 1881
Jeff., Mad. & Ind., 1st M. (s. f. $15,000 per year)	159	1866	1,000	2,563,000	7	A. & O.	do do	Oct. 1, 1906
do do 2d mort	159	1870	1,000	1,995,000	7	J. & J.	do do	July 1, 1910
Jersey City & Bergen—1st mortgage	6	1873	1,000	258,000	7	J. & J.	.....	Jan. 1, 1903
Joliet & Northern Indiana—1st mort., guar. by M. C.	44	1877	1,000	800,000	7	J. & J.	N. Y., Farm. L. & T. Co.	July 1, 1907
Junction (Philadelphia).—1st mort. (extended)	3·6	1882	1,000	435,000	4½	J. & J.	Phila., 233 So. 4th St.	July 1, 1907
2d mortgage	3·6	1865	1,000	300,000	6	A. & O.	do do	April 1, 1900
Kanawha & Ohio—1st mort. ($10,000 p. m.)	115	1884	1,000	720,000	6	J. & J.	1st coup. due Jan., '89	Jan. 1, 1936
Kansas Central—1st mortgage (for $3,200,000)	168	1881	1,000	1,348,000	6	A. & O.	Office, 195 Broadway.	April 1, 1911
Kansas City Clinton & Spring.1st M., gold, guar.	129	1885	1,000	3,091,000	5 g.	A. & O.	do do	Oct. 1, 1925
Pleasant Hill & De Soto, 1st mort., gold	45	1877	500	580,000	7 g.	A. & O.	Boston, 26 Sear's Bldg.	1907
Kansas City Fort Scott & Gulf—Stock, common	389	....	....	4,648,000	2½	F. & A.	Boston.	Feb. 15, 1887
Stock, preferred	389	....	....	2,750,000	4	F. & A.	do	Feb. 15, 1887
1st mortgage, land. grant, sink. fund	159	1879	100 &c.	2,247,000	7	J. & D.	Bost., Nat. Webster Bk.	July 1, 1908
Mortgage on branches, guaranteed	202	1880	1,000	2,795,000	7	M. & S.	do do	Sept. 1, 1910
do do	26	1882	1,000	390,000	5	F. & A.	do do	Aug. 1, 1922
Equipment bonds (10 per cent retired annually)	....	1883	....	490,000	6	J. & D.	do do	Dec. 1, 1893
Ten-year coupon notes	....	....	....	320,000	6	....	.....	1895
Kans. C. Memphis & Birm.—1st M. ($25,000 p. m.)	....	1887	1,000	(†)	5	M. & S.	Boston.	Mch. 1, 1927
Kansas City Springfield & Memphis—1st mort.	282	1883	1,000	6,971,000	6	M. & N.	Boston, Nat. Union Bk.	May 1, 1923
Plain bonds (red'ble at will at 105 and int.), guar	....	1884	....	500,000	6	....	.....	May 1, 1894
Memphis equipment bonds (guar. by K. C. S. & M.)	....	1885	....	325,000	6	J. & D.	.....	Dec. 1, 1897
Current River RR., 1st mort., guar	81	1887	1,000	1,620,000	5	A. & O.	Boston.	1927
Kentucky Central—Stock	250	....	....	5,599,500	1	M. & N.	.....	May, 1881
Covington & Lexington, mortgage, extended	80	1855	1,000	219,000	5 & 6	J. & D.	Kentucky Central RR.	June, 1890
Maysville Division mortgage	50	....	....	400,000	7	J. & J.	N. Y., Morton, B. & Co.	1906
General mortgage	220	1881	1,000	6,379,000	4 to 6	J. & J.	do do	July 1, 1911
Keokuk & Des Moines—1st M., int. guar. C. R. I. & P.	162	1878	100 &c.	2,750,000	5	A. & O.	N. Y., Farm. L. & T. Co.	Oct. 1, 1923

Florida, and via South Florida road to Tampa, whence steamers run to Havana. The road was opened March, 1886, and in its first year to Mch., 1887, the gross earnings were about $370,000; for the year ending March 1, 1888, the company estimates its gross earnings will approximate $500,000. The land grant is about 1,500,000 acres. The bonds may be redeemed before maturity at 110. Stock is $2,600,000. Gross earnings on main line, 130 miles, for 1886, $236,595. N. Y. office, 10 Wall St.

Jefferson.—Owns from Susquehanna Depot, Pa., to Carbondale, Pa., 37 miles; branch, Hawley, Pa., to Honesdale, Pa., 8 miles; total, 45 miles. Leased in perpetuity to the Erie Railway for $140,000 per annum, and now operated by the N. Y. Lake Erie & West. Capital stock, $2,096,050. Samuel Hines, President, Scranton, Pa.

Jeffersonville Madison & Indianapolis.—Owns from Jeffersonville, Ind., to Indianapolis, Ind., 108 miles; branches—Madison, Ind., to Columbus, Ind., 45 miles; Columbus, Ind., to Sheibyville, Ind., 24 miles; Jeffersonville, Ind., to New Albany, Ind., 6 miles; Shelby & Rush RR., 18 miles; Cambridge Extension, 21 miles; total operated, 222 miles. The road was leased to Pennsylvania Company from 1873, with a guarantee of interest on bonds and 7 per cent on stock. Lease was modified from January 1, 1880, the lessees to pay over all the net earnings of the J. M. & I. Co. The Pennsylvania Company owns $1,981,000 of the stock. Dividends were at the rate of 7 per cent per annum till May, 1880. Earnings for two years past were as follows: 1886, gross earnings, $1,319,244; net, 357,775. 1885, gross earnings, $1,217,088; net, $291,166.

Jersey City & Bergen.—Owns from Jersey City to Bergen Point, N. J., 6 miles. In 1885 gross earnings, $362,972; net, $115,377; int., dividend and sink'g fund, $55,000. In 1886, gross, $411,062; net, $102,384. Stock, $500,000. Dividends 7 per cent in 1886. C. B. Thurston, President, Jersey City.

Joliet & Northern Indiana.—Owns from Joliet, Ill., to Lake Station, Ind., 45 miles. Operated as part of the Michigan Central main line. Road opened in 1854 and leased to the Mich. Cent. Above issue of bonds definitely guaranteed was given as a compromise in place of old 8 per cent bonds. Stock ($300,000) carries dividends of 8 per cent per annum.

Junction (Philadelphia).—Owns from Belmont, Pa., to Gray's Ferry, Pa., about 4 miles. It connects the Pennsylvania, the Philadelphia & Reading and the Philadelphia Wilmington & Baltimore railroads, coming into Philadelphia. Capital stock, $250,000. Net earnings in 1882-3, $123,919; in 1883-4, $130,731; in 1884-5, $95,865; in 1885-6, $131,212. Large dividends are paid according to receipts each year. In 1884 paid 40 per cent, in 1885 paid 20 per cent.

Kanawha & Ohio.—Corning, Ohio, to Charleston, W. Va., 115 miles, and to be extended to a point in Fayette Co., W. Va., in all 180 miles. The Ohio Cent. Riv. Div. defaulted on interest Sept., '83, and was sold Oct. 22, '85, and this company organized and above bonds issued. Bonds and stock of old company were assessed. (See plan, V. 40, p. 356.) $200,000 of the total of $1,800,000 1st mort. bonds are reserved to retire the Ohio Cent. Mineral Div. bonds. Common stock authorized $2,200,000; 1st pref., $6,000,000; 2d pref., $4,000,000. Office, 2 Wall st., New York. Erwin Davis, N. Y., Pres.; Nelson Robinson, Vice-president. (V. 42, p. 23, 243, 519, 632, 694; V. 43, p. 132.)

Kansas Central.—Owns from Chic. R. I. & Pac. June., to Miltonvale, 166 miles; leased Leavenworth to Chic. R. I. & Pac. June., 1 mile. Sold under foreclosure of first mortgage April 14, 1879. Reorganized April, 1879; on April 1, 1887, default was made on the interest then due. Gross earnings in 1885, $268,059; def. $46,575; def. under interest, &c., $127,455. Gross earnings in 1886, $217,673, def., $76,047; def. under interest, &c., $159,404. Stock, $1,348,000. Union Pacific holds $1,313,400 of the stock and $1,162,000 bonds. (V. 44, p. 494.)

Kansas City Clinton & Springfield.—Owns from Cedar June., Kan., to Ash Grove, Mo., 164 miles, and branch Raynor Junction to Pleasant Hill, Mo., 10 miles; total, 174 miles. Road was built in the interest of K. C. Ft. S. & G. RR., which company guarantees the bonds. In Jan., 1885, the Pleasant Hill & De Soto road, 45 miles, was purchased from Atch. Top. & S. Fe RR., the K. C. C. & S. Co. assuming the bonds. Stock authorized, $2,500,000; issued, $1,775,400, of which a majority is owned by the Kansas City Fort Scott & Gulf RR.

Kansas City Fort Scott & Gulf.—Mileage is as follows: Main line—Kansas City to Baxter Springs, 160 miles; branches—Weir City to Cherryvalle, 50 miles; Arcadia to Coal Mines, 2 miles; Baxter Springs to Webb City, 22 miles; Rich Hill Junction to Carbon Centre and Rich Hill, 28 miles; Fort Scott Junction to Springfield, 100; Coalvale to Cherokee, 26. Total operated, Dec. 31, 1886, 389 miles. In October, 1884, the Pleasant Hill & De Soto road was purchased by the Kansas City Clinton & Springfield, and the bonds assumed.

This company was organized April 1, 1879, as successor to the Missouri River Fort Scott & Gulf, which made default October 8, 1873, and was sold in foreclosure February 4, 1879. The first mortgage bondholders of the old road took 80 per cent in the new mortgage bonds, and for all other claims stock was issued. The branches have been built mainly by this company and bonds are guaranteed.

The Kansas City Clinton & Springfield bonds are guaranteed by Kans. City Fort Scott & Gulf. (See V. 39, p. 234.)

The K. C. C. & S. failed to earn its interest by $52,000, which was advanced by this company, but the gross earnings of the K. C. Ft. S. & G. were increased $89,354 by interchange of business with the other road. The gross earnings from business interchanged with K. C. S. & W. was $743,182.

The annual report for 1886 was in V. 44, p. 432, showing the following earnings and income account for four years:

INCOME ACCOUNT.	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Total gross earns	2,016,212	2,422,443	2,546,525	2,539,338
Net earnings	837,668	1,014,750	988,218	1,063,811
Interest, &c	.....	27,395	.....	2,510
Total income	837,668	1,042,145	988,218	1,066,321
Disbursements—	$	$	$	$
Interest on bonds	173,203	166,081	162,546	177,236
Leased lines interest	184,003	204,123	213,078	214,187
K. C. S. & M. proport'n.	25,099	76,212	109,625	111,477
Ft. Scott equip. bonds.	.....	102,661	116,951	103,250
Dividends	359,364	475,576	336,156	405,880
Rate paid on com	3	5	2½	4
Do pref	8	8	8	8
Sinking fund	24,360	21,176	22,300	22,300
Miscellaneous	1,421	384	3,805	.....
Total disbursements	767,450	1,046,213	964,461	1,034,330
Balance	sur. 70,218	def. 4,068	sur. 23,707	sur. 31,991

—(V. 42, p. 215, **629**; V. 44, p. 184, **432**.)

Kansas City Memphis & Birmingham.—In May, 1886, it was proposed to build 250 miles southeast from Memphis to Birmingham, Ala., the three corporations in three States were consolidated and called the Kan. City Memphis & Birmingham RR. The total cost was estimated at $5,460,760, and bonds for $25,000 per mile are issued. The K. C. S. & M. owns half the stock and gives a traffic guarantee of 10 per cent of gross earnings derived from business to and from the new road. The bonds may be drawn or bought at 110. (V. 42, p. 631; V. 43, p. 217; V. 44, p. 275.)

Kansas City Springfield & Memphis.—This organization embraces two corporations under the laws of Missouri and of Arkansas to build a road from Springfield, Mo., to Memphis, Tenn., 282 miles. Current River RR., from Willow Springs, Mo., to Cairo, 81 miles. The Kansas City Fort Scott & Gulf appropriates 15 per cent of gross earnings on business to or from the new road to pay interest on the bonds, or retire the principal at 110. Capital stock, $5,264,500. The equipment bonds are retired 1-12 annually, and all may be retired at 105 at any time. The Current River RR. bonds are guaranteed and were issued as per circular in V. 44, p. 246. The report for 1886, in V. 44, p. 585, showed gross earnings of $1,569,708, and net, $480,709; also $131,475 traffic guarantee received. (V. 42, p. 315, 537, 631, **782**; V. 44, p. 246, **585**.)

Kentucky Central.—Owns from Covington, Ky., to Livingston, Ky., 154 miles; Paris to Lexington, 19 miles; leases Paris, Ky., to Maysville, Ky., 49 miles; Richmond to Stanford, 34 miles; total operated, 253 miles. This was formerly the Covington & Lexington RR., which was foreclosed in 1859. In 1875 the present company was formed. In June, 1881, a majority of the stock was purchased by Mr. C. P. Huntington of the Chesapeake & Ohio road. This Co. leased of the Louisv. & Nashv. RR. its Richmond branch for 99 years from Jan 1, 1883, for $24,000 per annum, with a right to purchase at any time for $100,000.

In February, 1884, the stock was assessed 10 per cent, and holders of $5,600,000 of the general mortg. agreed to take 4 per cent for three years beginning July 1, 1884. On Jan. 29, 1886, Mr. Henry Huntington was appointed receiver, and foreclosure sale took place on April 23, '87. It is proposed to issue new bonds bearing 4 per cent and running 100 years; the stock is to pay another assessment of 2 per cent (additional to the 10 paid in 1884), and will then receive stock in the new company.

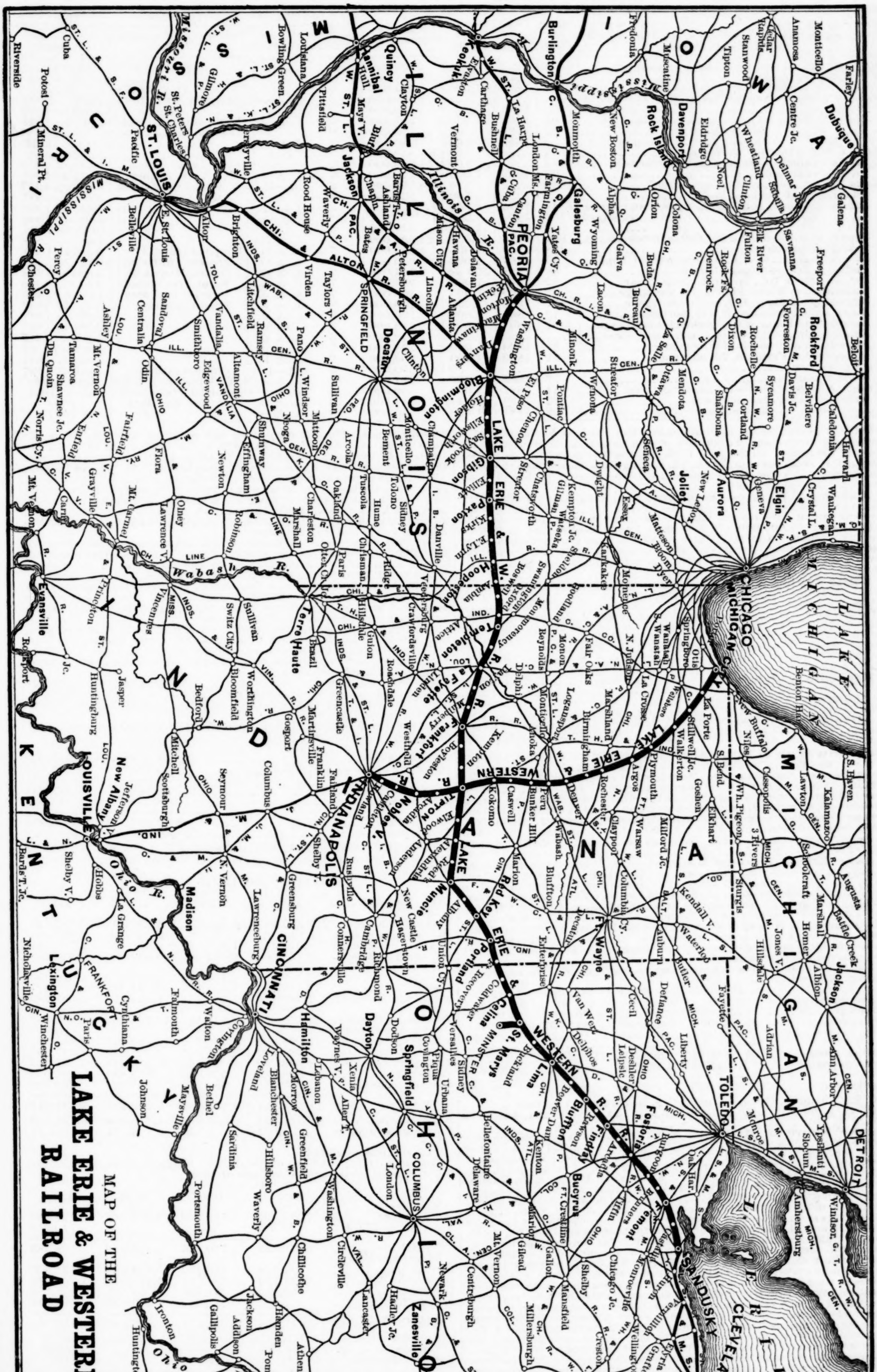
No report for 1886 issued. The annual report for 1885 was in V. 42, p. 547.

INCOME ACCOUNT.	1883.	1884.	1885.
Total gross earnings	$838,975	$922,107	$847,071
Net receipts	$356,819	$318,487	$309,621
Disbursements—			
Rentals paid	$52,000	$62,074	$61,210
Interest on debt	214,563	256,880	255,250
Taxes and miscellaneous	39,731	50,402	69,853
Total disbursements	$306,294	$369,356	$386,313
Balance*	sur. 50,525	def. 50,869	def. 76,692

* The surplus Dec. 31, 1884, was $719,327; deduct (deficit as above, $76,692, and $13,200 paid for old claims) $89,892, leaving balance to surplus Dec. 31, 1885, $629,435.

—(V. 42, p. 60, 187, 272, **547**; V. 43, p. 634, 746, 774; V. 44, p. 211, 369, 551, 653.)

Keokuk & Des Moines.—Owns from Keokuk, Ia., to Des Moines, Ia., 162 miles. This was a reorganization, Jan. 1, 1874, of the Des Moines Valley Eastern Div., sold in foreclosure October 17, 1873. The property was leased for 45 years from Oct. 1, 1878, to the Chicago Rock Island & Pac. RR. on the terms following: that the lessee pay 25 per cent of the gross earnings to this company, but guarantee the interest


MAP OF THE
LAKE ERIE & WESTERN
RAILROAD

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Keokuk & Western—Note secured by mortgage	148	....	....	$300,000	7	....	.....	At will.
Kings County Elevated	....	....	....	(f)	....	....	.....	.....
Kingston & Pembroke—1st mort	134	1882	$1,000	572,000	6	J. & J.	N.Y.,R. P. Flower & Co.	1912
Lackawanna & Pittsburg—Mortg. (for $2,000,000)	....	....	....	1,642,000	6	A. & O.	Last paid April, 1884	April 1, 1923
Income bonds	....	1883	....	800,000	6	....	.....	April 1, 1923
Allegany Cent., 1st mort., gold, payable at 105	62	1881	1,000	281,000	6 g.	J. & J.	Last paid July, 1884	Jan. 1, 1922
do 2d mortgage, gold	62	1882	....	59,000	6 g.	....	Last paid Oct., 1884	.....
do Income mort., not cumulative	....	1882	500 &c.	36,000	6	Jan'ary	.....	Jan. 1, 1912
Lake Erie & Western—Common stock	592	....	100	11,840,000	....	....	.....	.....
Preferred stock, 6 per cent (not cumulative)	592	....	100	11,840,000	....	....	.....	.....
1st mortgage, gold	592	1887	1,000	5,920,000	5 g.	J. & J.	New York, Agency.	Jan. 1, 1937
Lake Shore & Michigan Southern—Stock	1,340	....	100	49,198,400	2	Q.—F.	N.Y.,Grand Cent.Office.	Feb. 15, 1887
Guaranteed 10 per cent stock	....	....	100	533,500	5	F. & A.	do do	Feb. 1, 1887
Consol. 1st mort., (sink. fund, 1 per cent) coupon.	864	1870	1,000	15,091,000	7	J. & J.	Coupons are paid by Treasur'r at Gr'nd Central Depot, N. Y., and registered interest by Union Trust Company.	July 1, 1900
do do do registered	864	1870	1,000			Q.—J.		July 1, 1900
do do do	864	1870	1,000	849,000	5	....		1887 to 1890
Consol. 2d mort., do. (for $25,000,000) coup. & reg.	864	1873	1,000	24,692,000	7	J. & D.		Dec. 1, 1903
Lake Shore dividend bonds	258	1869	1,000	1,356,000	7	A. & O.		April 1, 1899
3d mortgage (C., P. & A. RR.) registered bonds	95	1867	1,000	920,000	7	A. & O.		Oct. 1, 1892
Buffalo & Erie, mortgage bonds	88	1868	500 &c.	2,784,000	7	A. & O.		April 1, 1898
Det. Monroe & Tol., 1st mort., coup., guar.	62	1876	1,000	924,000	7	F. & A.		Aug. 1, 1906
Kalamazoo & White Pigeon, 1st mortgage	37	1869	1,000	400,000	7	J. & J.		Jan. 1, 1890
Schoolcraft & Three Rivers, 1st mortgage	12	1867	1,000	100,000	8	J. & J.		July 1, 1887
Kalamazoo & Schoolcraft, 1st mortgage	13	1867	1,000	100,000	8	J. & J.		July 1, 1887
Kalamazoo Allegan & Gr. Rapids, 1st mortgage	58	1868	1,000	840,000	8	J. & J.		July 1, 1887
Kal. Allegan & Gr. Rapids, stock, 6 p. c. guar	....	....	....	610,000	3	A. & O.		April 1, 1887
Jamestown & Franklin, 1st mortgage	51	1863	1,000	298,000	7	J. & J.		Var. to J'ly, '97
Jamestown & Franklin, 2d mortgage	51	1869	1,000	500,000	7	J. & D.		June 1, 1894
Lawrence—Stock	22	....	50	500,000	2	Q.- J.	Pittsburg Office.	April 2, 1887
1st mortgage	17	1865	1,000	314,000	7	F. & A.	N. Y., Winslow, L. & Co.	Aug., 1895
Lehigh & Hudson River—1st mortgage, gold	41	1881	1,000	800,000	6	J. & J.	Cps.fund.J'y'85-Jan '8	July 1, 1911
Warwick Valley, 1st mortgage	22	1879	500 &c.	145,000	6	A. & O.	N. Y. Nat. Ex Bank.	1899
do 2d mortgage	22	1881	1,000	240,000	6	A. & O.	do do	1911

not the principal) on the present bonds. The stock is $1,524,600 of 8 per cent preferred and $2,600,400 of common, a majority of which is held by the lessee. In the year 1885-86 gross earnings were $458,050, and rental, at 25 per cent, $114,512, leaving $22,987 deficit on the interest charge paid by lessee. A dividend of 1¾ per cent on preferred stock was paid December, 1881

Keokuk & Western—Road owned from Keokuk, Ia., to Van Wert, Ia., 148 miles; was formerly the Mo. Iowa & Neb., part of the Wabash system sold in foreclosure Aug. 19, 1886, and reorganized under this title. Stock $4,000,000. F. T. Hughes, Pres't, Keokuk, Ia.; G. H. Candee, 52 William Street, N. Y., Vice-Pres't. A 7 per cent note secured by mortgage was given, payable at will. Gross earnings for three months from Jan. 1 were $74,862 in 1887, against $65,974 in 1886; net earnings, $23,342, against a deficit of $3,792.

Kings County Elevated.—Line of road on Fulton Street, Brooklyn. In January, 1886, the following directors were re-elected: Q. A. Gillmore, James J ourdan, Harvey Farrington, E. A. Abbott, Samuel Thorne, James O. Sheldon, George Shea, Henry J. Robinson and Wendell Goodwin. The financial statement showed that 10 per cent of the bonds had been paid in, amounting to $275,000. The directors elected these officers: President, General Gillmore; Vice-President, General Jourdan; Treasurer, James H. Frothingham; Secretary, Henry J. Robinson. (V. 42, p. 93; V. 44, p. 421.)

Kingston & Pembroke.—Owns from Kingston, Ontario, Canada, to Renfrew on the Canadian Pacific RR., 104 miles; branches, 30 miles; total, 134 miles. Bonds are redeemable on notice at 105. Offered in New York, in 1887 by R. P. Flower & Co. Stock, $4,500,000; par $50. Gross earnings, 1886, $148,563; net, $18,318; fixed charges, $34,320; surplus, $14,028. See full statement in V. 44, p. 402. (V. 44, p. 392, 401, 402.)

Lackawanna & Pittsburg.—A consolidation in April, 1883, of the Allegany Central and the Lackawanna & Pittsburg. Road operated from Lackawanna Junction, New York, to Perkinsville, 41 miles; Swain's to Nunda, 12 m., and Olean to Angelica, 39 m.—total, 92 miles. The last-named line is 3 ft. gauge and the others standard gauge. Stock $5,000,000, of which $1,500,000 is preferred. In 1884 Company became embarrassed and in Dec., 1884, a receiver was appointed, and in Feb., 1886, was authorized to borrow $50,000. Geo. D. Chapman, Pres't and Receiver, New York City. Earnings in 1885-6, $50,943; deficit, $17,859.—(V. 42, p. 215.)

Lake Erie & Western Railroad.—(*See Map*)—Owns from Sandusky, O., to Peoria, Ill., 430 miles, and from Indianapolis to Michigan City, 162 miles; total, 592 miles. This is the new company formed in 1887 after foreclosure (on Dec. 14, 1886,) of the Lake Erie & Western railway, which had been made up by a consolidation, Dec. 12, 1879, of the Lafayette Bloomington & Muncie and the Lake Erie & Western. This company in March, 1887, purchased the Indiana, Bloomington & Western road, 162 miles (formerly part of Wabash). The capitalization is at the rate of $10,000 per mile of bonds, and $20,000 in common and $20,000 in preferred stock per mile.

The fiscal year of this company terminates June 30. No report for 1886 was issued.

	1881-82.	1882-83.	1883-84.	1884-85.
Earnings—	$	$	$	$
Passenger	332,608	348,532	308,033	312,338
Freight	936,008	1,023,032	815,037	891,615
Mail, express, &c	155,397	131,959	141,124	31,797
Total gross earn.	1,424,013	1,503,523	1,264,194	1,235,750
Oper. expenses	1,154,080	1,429,524	1,004,429	1,063,382
Net earnings	269,933	73,999	259,765	172,367

C. R. Cummings, Chicago, Pres't; C. S. Brice, N. Y., Vice-Pres't. —(V. 42, p. 60, 155, 187, 242; Vol. 43, p. 1, 49, 66, 132, 274, 431, 607, 634, 671, 746; V. 44, p. 22, 90, 118, 211, 401, 527, 553.)

Lake Shore & Michigan Southern.—Line of Road—Buffalo, N. Y., to Chicago, Ill., 540 miles; branches owned, 324 miles. Other lines wned as follows: Detroit Mon. & Toledo, 62 miles; Kalamazoo & White Pigeon, 37 miles; Northern Central (Mich.), 61 miles; total, 160 miles. Roads leased are as follows: Kalamazoo Allegan & Gr. Rapids, 58 miles; Jamestown & Franklin, 51 miles; Mahoning Coal R., 43 miles; Detroit Hills. & Southwest., 65 miles; Fort Wayne & Jackson, 98 miles; total, 315 miles. Total road owned, leased and operated, 1,340 miles.

Organization, &c.—This company was a consolidation of the Lake Shore RR. and Michigan Southern & North. Indiana RR. May 27, 1869, and the Buffalo & Erie RR. August 16, 1869. The consolidated line embraces the former roads of the Cleveland & Toledo and the Cleveland Painesville & Ashtabula railroads. The stocks of some of the railroads which entered into the consolidation forming the Lake Shore & Michigan Southern road had been largely increased by stock distributions, and on the lines between Buffalo and Toledo the profits had been so large that the capital of several of the companies had been repeatedly watered. The roads leased at fixed rentals are the Kal. Allegan & Grand Rapids, Jamestown & Franklin and Mahoning Coal. The Detroit Monroe & Tol. Kalamazoo & White Pigeon and the Northern Central of Michigan, are proprietary roads controlled by ownership of their stock. The Mahoning Coal RR. is leased and its stock and bonds guaranteed. The New York Chicago & St. Louis road is similarly controlled by the purchase made in 1882. The Chicago & Canada Southern is also operated by the Lake Shore & Michigan South.

Stocks and Bonds.—The guaranteed stock of $533,500 carries 10 per cent dividends. The ordinary stock has paid the following dividends since 1870, viz.: In 1871, 8; in 1872, 8; in 1873, 4; in 1874, 3¼; in 1875, 2; in 1876, 3¼; in 1877, 2; in 1878, 4; in 1879, 6½; in 1880, 1881, 1882 and 1883, 8 per cent each year; in '84, 7; in '85 and '86, nil.

The range in prices of stock since 1870 has been: In 1871, 85½@116¼; 1872, 83½@98¼; 1873, 57¼@97¾; 1874, 67⅞@84⅝; 1875, 51¼@80½; 1876, 48¾@68⅝; 1877, 45@73⅜; 1878, 57⅞@71⅝; 1879, 67@108; 1880, 95@139⅝; 1881, 112⅝@135¾; 1882, 98@120⅛; in 1883, 92¾@114⅞; in 1884, 59½@104¾; in 1885, 50¾@89⅞; in 1886, 76⅛@100⅜; in 1887 to May 20, 90@98⅝.

The first consolidated mortgage bonds are redeemed each year by $250,000 contributed to the sinking fund. The above bonds of all classes outstanding are given less the amounts held in the sinking funds, which amounted to $4,000,000 Dec. 31, 1886.

Operations, Finances, &c.—The annual reports of this company are models of clearness in all the statistical matter. The road is greatly dependent on through traffic, or traffic from competitive points, and its business is injured by any cutting of rates.

In 1882, 149,500 shares preferred stock and 124,800 shares of common stock of the New York Chicago & St. Louis Railroad (a controlling interest) were purchased and $6,500,000 of Lake S. & Mich. S. 2d consol. mortgage bonds issued to pay for it, making an interest charge of $456,890 per annum.

In 1886 the company sold $340,000 first consolidated mortgage bonds to redeem old bonds falling due, and this lot of the consols bear only 5 per cent interest and may be redeemed by instalments on Oct. 1 each year till 1890.

For the quarter ending March 31, 1887, the preliminary report, partly estimated, was as follows:

	1886.	1887.
Gross earnings	$3,508,524	$4,085,000
Operating expenses and taxes	2,212,380	2,670,000
Net earnings	$1,296,144	$1,415,000
Interest, rental, &c	928,245	915,000
Surplus	$367,899	$500,000
Equals per share	74 per cent.	1 per cent.

The annual report for 1886 was published in V. 44, p. 583, containing the tables below, showing the earnings and income account for a series of years:

OPERATIONS AND FISCAL RESULTS.

	1883.	1884.	1885.	1886.
Miles operated	1,340	1,340	1,340	1,340
Operations—				
Pass'ger mileage	215,715,155	190,503,852	176,830,303	191,593,135
Rate p. pass. p. mile	2·196 cts.	2·170 cts.	2·058 cts.	2·098 cts.
Fr'ght (t'ns) mileage	* 1,689,512	* 1,410,545	* 1,602,567	* 1,592,044
Av. rate p. ton p. m.	0·728 cts.	0·652 cts.	0·553 cts.	0·639 cts.
Earnings—	$	$	$	$
Passenger	4,736,088	4,133,729	3,639,375	4,020,350
Freight	12,480,094	9,358,817	9,031,417	10,329,625
Mail, exp., rents, &c.	1,297,474	1,351,038	1,462,713	1,509,280
Total gross earnings	18,513,656	14,843,584	14,133,505	15,859,455
Operating Expenses—	$	$	$	$
Maint'ce of way, &c.	2,095,492	1,532,252	1,614,777	2,014,041
Maint. of equipment.	990,907	1,111,329	1,347,379	1,340,291
Transport'n exp'nses	6,592,742	5,380,166	5,277,444	5,192,943
Taxes	530,236	521,543	518,668	485,916
Miscellaneous †	792,476	584,231	529,269	668,398
Total	11,001,853	9,133,521	9,287,537	9,731,622
Net earnings	7,511,803	5,710,063	4,845,968	6,127,833
P.c.of op.ex.to ear'gs	59·43	61·53	65·71	61·36

* Three ciphers omitted.

† Includes damage and loss of freight and baggage, personal injuries, law expenses, rents payable and hire of cars.

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	7,511,803	5,710,063	4,845,968	6,127,833
Interest, divid's, &c.	158,540	.....	.....	110,752
Total income	7,670,343	5,710,063	4,845,968	6,238,585
Disbursements—				
Rentals paid	471,876	446,450	439,168	443,900
Interest on debt	3,132,120	3,220,870	3,374,938	3,326,480
Dividends	53,350	53,350	53,350	53,350
Sinking fund	.....	.....	250,000	250,000
Total disbursem'ts	3,657,346	3,720,670	4,117,456	4,073,730
Surplus for div'd	4,012,997	1,989,393	728,512	2,164,85
Dividends	3,957,320	2,473,325	.....	989,33
Rate of dividends	(8)	(5)	.....	(2)
Balance	sur 55,677	def. 483,932	sur. 728,512	sr*1,175,525

* From this surplus, $192,522 was applied to reduction of pay-rolls, vouchers, &c., at end of 1885.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Lehigh & Lackawanna—1st & 2d mortgages	25	1877	$1,000	$600,000	7	J. & D.	Philadelphia.	Dec. 1, 1907
Lehigh Valley—Stock ($106,300 is pref.)	323	....	50	33,112,800	1	Q.—J.	Philadelphia, Office.	April 15, 1887
1st mortgage, coupon and registered	101	1868	1,000	5,000,000	6	J. & D.	Reg. at office; cp. B'k N. A	June, 1898
2d mortgage, registered	101	1870	1,000	6,000,000	7	M. & S.	Philadelphia, Office.	Sept., 1910
Consol. mort., gold, $ & £ (s. fd. 2 p.c. y'ly) cp. & reg.	232	1873	1,000	14,257,000	6	J. & D.	do do	1898 & 1923
Easton & Amboy, 1st mort., guar. (for $6,00C,000)	60	1880	1,000	4,500,000	5	M. & N.	do do	1920
Delano Land Company bonds, endorsed	....	1872	1,000	1,395,000	7	J. & J.	do do	Jan., 1892
Little Miami—Stock, common	196	....	50	4,837,300	2	Q.—M.	Cincinnati.	June 10, 1887
Street con. 1st M. bds (jointly with Cin. & Ind. RR.)	....	1864	1,000	250,000	6	J. & J.	Cinn., Lafayette Bank.	1894
Renewal mortgage	84	1882	1,000	1,500,000	5	M. & N.	N. Y., Bank of America.	Nov. 2, 1912
Little Rock & Fort Smith—1st M., land gr. sink. fd.	165	1875	500 &c.	2,314,500	7	J. & J.	N. Y., Mercantile Co.	Jan. 1, 1905
Funding coupon scrip	....	....	....	510,021	7	J. & J.	do do	....
Little Rock Miss. River & Texas—1st mortgage	170	1876	500 &c.	1,871,500	7	J. & J.	Last paid Jan., 1882.	Jan. 1, 1906
2d mortgage	....	1881	1,000	1,106,000	7	A. & O.	Last paid April, 1882.	1911
Little Schuylkill—Stock	31	....	50	2,487,850	3½	J. & J.	Philadelphia Office.	Jan. 8, 1887
Long Island—Stock	354	....	50	10,000,000	1	Q.—F.	N.Y., Corbin Bank'g Co.	May 2, 1887
1st mortgage, extension	....	1860	500	175,000	7	M. & N.	do do	May 1, 1890
1st mortgage, main	95	1868	500	1,121,500	7	M. & N.	do do	May 7, 1898
2d mortgage	156	1878	100 &c.	268,905	7	F. & A.	do do	Aug. 1, 1918
Consol. mortgage, gold (for $5,000,000)	164	1881	1,000	3,430,000	5 g.	Q.—J.	do do	July 1, 1931
New York & Rockaway, guar. int. only	10	1871	500	250,000	7	A. & O.	do do	April 1, 1901
Smithtown & Port Jefferson mortg., guar.	19	1871	500	600,000	7	M. & S.	do do	Sept., 1901
Equipment certificates	....	....	....	60,000	7	....	....	....
Long Island City & Flushing—1st M., coup. or reg.	10¾	1881	1,000	600,000	6	M. & N.	N.Y., Corbin Bank'g Co.	May 1, 1911
Income bonds (cumulative) ($350,000)	10¾	1881	1,000	312,000	6	Jan. 1	do do	May 1, 1931
Los Angeles & San Diego—1st M. (for $2,800,000)	27	1880	1,000	556,000	6	J. & J.	N. Y., Central Pacific.	July 1, 1910
Louisiana Western—1st mortgage, gold	112	1881	1,000	2,240,000	6 g.	J. & J.	N. Y., South Pac. RR.	July 1, 1921
Louisv. Evansv. & St. Louis.—1st mort. E. R. & E.	72	1881	1,000	900,000	6	J. & J.	....	July 1, 1921
1st mortgage, gold, for $2,000,000 (2d on 72 M.)	255	1886	1,000	1,000,000	6 g.	....	....	1926
2d mortgage, gold, for $3,000,000, 1st coup. due '87	255	1886	1,000	3,000,000	2 to 6 g.	....	....	1936
Louisville & Nashville—Stock	2,065	....	100	30,000,000	3	F. & A.	L. & N. RR., 52 Wall St.	Feb. 1, 1882
General mort., gold, coup. or reg. ($20,000,000)	840	1880	1,000	12,207,000	6 g.	J. & D.	N. Y., Drexel, M. & Co.	June 1, 1930

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1883.	1884.	1885.	1886.
Assets—	$	$	$	$
Railr'd, build'gs, &c.	70,048,600	70,048,600	70,048,600	70,048,600
Equipment	17,300,000	17,300,000	17,300,000	17,300,000
R'l est. & office prop.	365,780	365,780	365,780	354,167
Ch. & Can. So. bds., &c.	715,000	715,000	715,000	715,000
Stocks owned, cost..	9,414,477	12,012,839	12,195,068	12,113,709
Bonds owned, cost..	1,554,030	933,030	645,400	674,400
Advances	1,421,342	1,454,942	1,461,147	1,525,859
Materials, fuel, &c...	1,221,178	966,311	673,474	596,430
Cash on hand	317,320	218,682	235,795	2,559,928
Uncollected earnings	532,545	1,249,858	1,588,590	1,216,840
Total assets	102,940,272	105,265,092	105,228,854	107,104,924
Liabilities—	$	$	$	$
Stock	50,000,000	50,000,000	50,000,000	50,000,000
Bonds	44,466,000	47,716,000	47,466,000	47,216,000
Dividends	1,016,005	26,675	26,674	1,016,005
Other liabilities	2,506,589	2,975,161	1,131,670	839,148
Profit and loss	4,951,678	4,547,256	6,604,510	8,033,771
Total liabilities	102,940,272	105,265,092	105,228,854	107,104,924

—(V. 42, p. 4, 22, 272, 561, **573**, 631, 728, 783; V. 43, p. 6, 23, 245, 634, 774; V. 44, p. 6, 22, 276, 401, **583**.)

Lawrence.—Owns from Lawrence Junction, Pa., to Youngstown, O., 18 miles; branch from Canfield Junction to Coal Fields, O., 4 miles; total operated, 22 miles. The Lawrence Railroad was leased June 27, 1869, to Pittsburg Fort Wayne & Chicago RR. at 40 per cent on gross earnings, with $45,000 per year guaranteed as a minimum. Lease has been transferred to Pennsylvania Co., by which the road is now operated. Gross earnings in 1885, $146,236; net, $74,123; rental from Penn. RR. and interest received, $67,159; payments, $82,199. Gross in 1886, $210,991; net, $78,007; rental and interest, $84,396, less to Pa. RR., $7,629.

Lehigh & Hudson River.—This road was opened from Grey courrt, on Erie road, to Belvidere, N. J., 63 miles, August, 1882. Consolidation April, 1882, of the Lehigh & Hudson River and the Warwick Valley roads. In addition to above there are $65,000 Wayawanda 6 per cent bonds due 1900 and $52,000 Lehigh & Hudson River 2d 6s, due 1909. Stock, $1,340,000. Coupons due July, 1885, not paid, and bondholders agreed to fund four coupons July, 1885, to Jan., 1887, inclusive. In Dec., 1885, a traffic contract was made with Lehigh Coal & Nav. Co. In 1885-86 gross earnings, $209,294; net, $81,993; interest on bonds, $84,674. In 1884-85 gross earnings $173,007, net, $65,012; deficit under interest, &c., $20,162. Grinnell Burt, Pres., Warwick, N.Y.

Lehigh & Lackawanna.—Owns from Bethlehem, Pa., to Wind Gap, Pa., 25 miles; thence, in connection with the Wind Gap & Delaware Railroad, to Bangor, Pa., 32 miles. It is operated by the Central Railroad of New Jersey under a special agreement. Opened in 1867. Of the above bonds, $100,000 are a 1st mort., and $500,000 2d mort. Capital stock, $370,500. Gross earnings in 1885, $62,076; net, $12,723. In 1886, net, $13,860.

Lehigh Valley.—Owns from Phillipsburg (Pa. Line), N. J., to Wilkesbarre, Pa., 104 miles; branches—Penn Haven to Audenried, 18 miles; Hazle Creek Bridge to Tomhicken (and branches), 32 miles; Lumber Yard to Milnesville (and branches), 18 miles; Black Creek Junction to Mt. Carmel (and branches), 61 miles; Slatedale branch, 4 miles; Bear Creek Junction to Bear Creek, 11 miles; Lackawanna Junction to Wilkesbarre, 10 miles; State Line & Sull. RR., Monroeton to Berwick, 24 miles; also owns the Easton & Amboy RR., Amboy, N. J., to Pennsylvania Line, 60 miles; total operated, 346 miles.

This is one of the most important of the coal roads. Dividends on the ordinary stock have been as follows since 1870: In 1871, 1872, 1873, 1874 and 1875, 10 per cent paid; in 1876, 9; in 1877, 5½; in 1878, 1879 and 1880, 4; in 1881, 5½; in 1882, 6½; in 1883 and 1884, 8; in 1885, 6; in 1886, 4. Prices of the common stock in Philadelphia since 1877 were as follows: In 1878, 32¾@42¼; in 1879, 33¼@55; in 1880, 46@57¾; in 1881, 57⅛@64¼; in 1882, 58¼@67¾; in 1883, 63@73¾; in 1884, 57@71⅞; in 1885, 54¼@61¼; in 1886, 55¼@62; in 1887 to May 20, 55@57.

The fiscal year ends November 30. The last annual report was in the CHRONICLE, V. 44, p. 117. It is one of the peculiarities of the company's annual report that no general balance sheet is given. The earnings, expenses and income account for the fiscal years ending Nov. 30, were:

Earnings—	1883-84. $	1884-85. $	1885-86. $
Coal freight	6,295,282	6,079,542	5,669,236
Other freight	1,763,429	1,617,236	2,106,469
Passenger, mail, express, &c.	889,496	860,139	969,051
Total gross earnings	8,948,207	8,556,917	8,744,756
Operating expenses	5,246,073	4,888,998	5,293,816
Net earnings	$3,702,134	$3,667,919	$3,450,940

INCOME ACCOUNT.

Receipts—	1883-84. $	1884-85. $	1885-86 $
Net earnings	3,702,134	3,667,919	3,450,940
Other receipts and interest	1,238,144	732,344	651,046
Total net income	4,940,278	4,400,263	4,101,986
Disbursements—			
Interest on debt	2,057,207	2,059,541	2,048,201
General, taxes, float'g int., loss on Morris Canal, depreciations, &c.	473,355	650,385	682,003
Dividends*	2,372,242	1,660,234	1,331,531
Total disbursements	4,902,804	4,370,160	4,061.735
Balance, surplus	37,474	30,103	40,251

* In 1884, 10 on pref. and 8 on com.; in 1885, 10 on pref. and 5 on com; in 1886, 10 on pref. and 4 on com.—(V. 42, p. **123**; V. 44, p. **117**.)

Little Miami.—Owns from Cincinnati, O., to Springfield, O., 84 miles; branch, Xenia, O., to Dayton, O., 16 miles; leased, Columbus & Xenia RR., Xenia to Columbus, O., 55 miles; Dayton & West. RR., Dayton, O., to Indiana State Line, 38 miles: Ohio State Line to Richm'd, Ind., 4 miles; Cincin. Street Conn. RR., 2 miles; total operated, 198 miles. The Little Miami Railroad proper extends from Cincinnati to Springfield, but the portion between Xenia and Springfield is now operated as a branch; for the remainder of the main line, as given above, the Col. & Xenia road, Columbus to Xenia, is used. On Jan. 1, 1865, they leased the Dayton & West. (Dayton to Ind. State line) and the Rich. & Miami (State line to Richmond), and on Feb. 4, 1865, purchased the road from Xenia to Dayton; these three roads go to form the branch of 57 miles given above. The partnership agreement was dissolved Nov. 30, 1868, and a contract made by which the Col. & Xenia road, including its interest in the above-named branches, was leased to the Little Miami for 99 years.

On December 1, 1869, the Little Miami, with all its branches, &c. was leased to the Pittsburg Cincinnati & St. Louis Railroad Company for 99 years, renewable forever. The Pennsylvania Railroad Company is a party to the contract and guarantees its faithful execution. Road is now operated by Pittsburg Cin. & St. Louis Railway Co. Lease rental is 8 per cent on $4,837,300, interest on debt and $5,000 per annum for Little Miami Company's expenses of organization; the fulfillment of the lessor's lease obligation is also stipulated. In 1886, rental, &c., received, $684,129; payments, $668,677; surplus, $15,452. In 1885 rental, &c., $697,787; payments, $664,677; surplus, $15,452, loss to lessee, $423,976.

Little Rock & Fort Smith.—Owns from Little Rock, Ark., to Fort Smith, 165 miles; branches, 5 miles; total, 170. In Dec., 1874, the property (then 100 miles), including the land grant, was sold in foreclosure. This company afterwards built 65 miles, and opened the road to Fort Smith July 1, 1876. In June, 1883, bondholders funded into 10 year scrip the coupons falling due July, 1883, and January, 1884. Payment of coupons in cash resumed July, 1884.

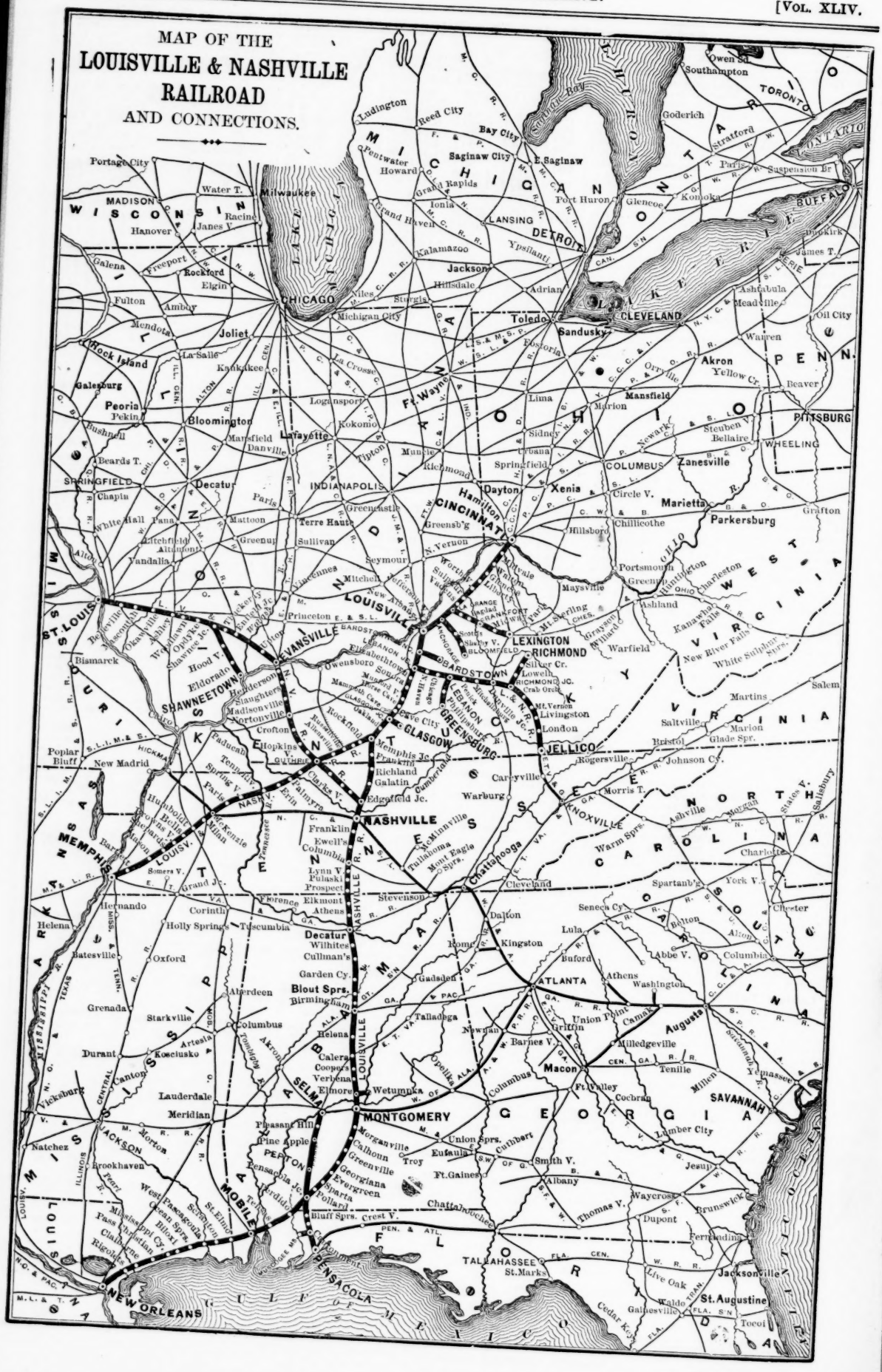
The lands unsold Jan. 1, 1887, amounted to 609,981 acres, and land notes, $111,976.

In March, 1887, the proposal was accepted by stockholders to exchange four shares of stock for three of the St. Louis Iron Mountain & Southern, and the road thus passed to the Gould interest and an extension was put under way from Van Buren to Fort Gibson, in the Cherokee Nation, and this company was consolidated with others. (V. 44, p. 551.) In 1886 gross earnings were $723,348; net, $77,578; interest on bonds, taxes, &c., $270,708; balance, surplus, $116,539. Annual report in V. 44, p. 585. (V. 42, p. 155, 215, **574**; V. 43, p. 125, 334, 487; V. 44, p. 275, 308, 434, 494, 495, 551, **585**.)

Little Rock Mississippi River & Texas.—Owns from Little Rock to Arkansas City, 113 miles; Tripps to Warren, 53 miles; Rob Roy Junction to Micawber, 4 miles; total, 170 miles. This company was a reorganization of the Little Rock Pine Bluff & New Orleans Railroad and the Mississippi Ouachita & Red River Railroad. Both those companies received land grants and State aid bonds, and this company is involved with others as defendant in the suits by Arkansas State bondholders. The coupons due Jan. 1, 1883, were not paid, and scrip was offered to bondholders for two years' interest to be funded. Fore closure suits were begun in Nov., 1885, and in Feb., 1886, E H. Winchester and John Reed were appointed receivers. A new plan of reorganization was referred to in the CHRONICLE of Oct 30, 1886, p. 515. The road was sold Dec. 15, 1886, and sold again Jan. 28, 1887, and purchased, as reported, in the interest of Jay Gould for the nominal price of $1,800,000. (V. 42, p. 304; V. 43, p. 515, 607, 618, 738; V. 44, p, 22, 59, 185, 277.)

Little Schuylkill.—Owns from Port Clinton to Tamanend, 28 miles; branches, 3 miles; total operated, 31 miles. The East Mahanoy RR., was leased Jan. 12, 1863, for 99 years, and sub-leased to Phila. & Reading July 7, 1868. The Little Schuylkill Railroad is leased to the Philadelphia & Reading Railroad for 99 years from July 7, 1868, at a fixed annual rental

Long Island.—Owns from Long Island City, N. Y., to Greenport, N. Y., 95 miles; branches, 82 miles; total owned, 177 miles. Leased—Smithtown & Pt. Jefferson RR., 19·0 miles; Stewart RR. to Bethpage, 14·5; Stewart RR. to Hempstead, 1·8; New York & Rockaway RR., 8·9; Brooklyn & Jamaica RR., 9·6; Newtown & Flushing RR., 3·9; Brooklyn & Montauk, 67; N. Y. Brook. & Man. Beach RR. and branches, 20·1; Hunter's Point & So. Side RR., 1·5; Far Rockaway branch, 9·4; L. I. City & Flushing RR. 14; Whitestone Br., 4: Woodside Br., 3·9. Total leased and operated, 165 miles. The total of all the roads owned and operated is 341·4 miles.


MAP OF THE
LOUISVILLE & NASHVILLE
RAILROAD
AND CONNECTIONS.
CHICAGO
MILWAUKEE
LAKE MICHIGAN
LOUISVILLE
EVANSVILLE
SHAWNEETOWN
HENDERSON
OWENSBORO
BARDSTOWN
LEBANON JC.
GREENSBURG
GLASGOW
NASHVILLE
CINCINNATI
LEXINGTON
RICHMOND
JELLICO
KNOXVILLE
ATLANTA
MONTGOMERY
SELMA
MOBILE
PENSACOLA
NEW ORLEANS
MEMPHIS
CHATTANOOGA
DECATUR
BLOUNT SPRS.
SPRINGFIELD
INDIANAPOLIS
COLUMBUS
DAYTON
TOLEDO
CLEVELAND
BUFFALO
TORONTO
LAKE ERIE
LAKE ONTARIO
GULF OF MEXICO
FLORIDA
TALLAHASSEE
JACKSONVILLE
SAVANNAH
ST. AUGUSTINE
MACON
AUGUSTA
CHARLESTON
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENN.
MICHIGAN
WISCONSIN
MISSOURI
ARKANSAS
LOUISIANA

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Louisville & Nashville - (Continued) –								
Louisville loan, main stem	....	....	$ ...	$201.000	6	A. & O.	New York Agency.	1887
Lebanon branch extension, Louisville loan	110	1863	1,000	333.000	6	A. & O.	N. Y., Drexel, M. & Co.	Oct. 15, 1893
Lebanon-Knoxville extension mort. ($1,500,000)	172	1881	1,000	Pledged.	6	M. & S.	New York, Agency.	March 1, 1931
Cecilian Branch, 1st mortgage, sinking fund	46	1877	1,000	850,000	7	M. & S.	N. Y., Drexel, M. & Co.	Mar. 1, 1907
Consolidated 1st mortgage	392	1868	1,000	7,070,000	7	A. & O.	do do	April, 1898
Memphis & Ohio, 1st mort., sterling, guar.	130	1871	£200	3,500,000	7	J. & D.	London, Baring Bros.	June 1, 1901
Memphis & Clarksville br., 1st mort., sterling	83	1872	£200	2,015,360	6 g.	F. & A.	do do	Aug., 1902
Mort. on Ev. Hen. & N., gold	135	1879	1,000	2,380,000	6 g.	J. & D.	N. Y., Drexel, M. & Co.	Dec. 1, 1919
Collateral trust, 3d mort., gold, sink. fund	1,079	1882	1,000	9.790,000	6 g.	Q.—Mar	N. Y., Drexel, M. & Co.	Mar. 1, 1922
10-40 Adj. M., gold, coup. or reg. (red'ble aft. '94)	783	1884	1,000	5,000,000	6 g.	M. & N.	New York, Agency.	Nov. 1, 1924
1st mortgage on New Orleans & Mobile RR	141	1880	1.000	5,000,000	6 g.	J. & J.	50 Exchange Place.	Jan. 1, 1930
2d mortgage do do	141	1880	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1930
Bonds sec'd by pledge of 2d mort. S. & N. Ala. RR.	189	1880	1.000	1,960,000	6	A. & O.	N. Y., Drexel, M. & Co.	April 1, 1910
1st M., gold, on Southeast. & St. L. RR., coup. or reg.	208	1881	1,000	3,500,000	6 g.	M. & S.	do do	March 1, 1921
2d mort., gold, on Southeast. & St. Louis RR., cp.	208	1881	1,000	3,000,000	3 g.	M. & S.	do do	March 1, 1980
Pensacola Div., 1st mort., gold	45	1880	1,000	600.000	6 g.	M. & S.	do do	Mar. 1, 1920
Mobile & Montg. Div., 1st M., ($2,677,000)	180	1881	1,000	Pledged.	6 g.	M. & N.	50 Exchange Place.	May 1, 1931
Pensacola & Selma Div., 1st M., gold ($1,248,000)	104	1881	1,000	Pledged.	6	M. & S.	do do	Mar. 1, 1931
Pensa. & Atl., m. gold, guar., $1,000,000 pledged.	185	1881	1,000	2,000,000	6	F. & A.	N. Y., Hanover Nat. Bk.	Aug., 1921
Louis. Cin. & Lex., 1st mort.	175	1867	1,000	2,850,000	7	J. & J.	N. Y., 50 Exchange pl.	Jan., 1897
do 2d mort., coup., for $1,000,000	175	1877	100 &c.	892,000	7	A. & O.	do do	1907
L. & N. mort. on L. C. & L., gold, $3,208,000 pl'gd	175	1881	1,000	50,000	6 g.	M. & N.	do do	Nov. 1, 1931
1st mort., gold, on branches, $15,000 per mile	....	1887	1,000	1,300,000	5 g.	M. & N.	do do	May 1, 1937
Car trust liens ($1,721 payable each month)	....	1882	1,000	971,000	6	A. & O.	Philadelphia.	Oct. 1, 1886-89
Car liens, Louisv. Cin. & Lex	....	....	....	39,594	....	....	.....	1886-88
Henderson Bridge Co., 1st mort., gold	....	1881	1,000	2,000,000	6 g.	M. & S.	New York.	Sept. 1, 1931
Louisville New Albany & Chicago—Stock	521	....	100	5,000,000	....	....	.....	.....
1st mortgage, coup. or reg.	288	1880	1,000	3,000,000	6	J. & J.	N.Y., Nat. Bk. Commerce	July 1, 1910
Mort., gold, on Cinc. & Ind'polis Div., coup. or reg	158	1881	1,000	2,300,000	6 g.	F. & A.	do do	Aug. 1, 1911
2d mortgage, gold, coup. or reg	446	1883	1,000	855,000	6 g.	F. & A.	do do	Feb. 1, 1888
Consolidated mortgage gold (for $10,000,000)	520	1886	1,000	3,500,000	6 g.	A. & O.	do do	Jan. 1, 1916

The Long Island Railroad went into the hands of a receiver October, 1877, but in 1881 the company resumed possession. The second mortgage bonds were issued to take up floating debt of various classes.

The control of the company was sold to the "Long Island Company," controlled by Mr. Austin Corbin and others, in Dec., 1880. In July, 1881, the stock was increased from $3,260,700 to $10,000,000. In August, 1881, most of the holders of Smithtown & Port Jefferson bonds and N. Y. & Rockaway bonds agreed to exchange their bonds for the consolidated mortgage, bearing 5 per cent.

No annual reports have been issued and the only information obtained is from the statistics furnished the State Authorities. The road has been much improved in its operating department under the present management.

For the six months ending March 31, 1887, gross earnings were $1,162,688, against $1,096,061 in 1885-6; net, $362,502, against $319,336; surplus over fixed charges, $122,505, against $71,717.

The reports for four years made to the RR. Commissoners gave gross earnings, &c., as follows. The surplus in 1885-86 over all payments and dividends was $185,204.

	1882-83.	1883-84.	1884-85.	1885-86.
Miles operated	354	354	354	342
Earnings and Expenses—	$	$	$	$
Passenger earnings	1,695,177	1,759,597	1,807,346	1,878,447
Freight earnings	714,743	720,630	727,623	798,817
Miscellaneous earnings	271,169	276,005	291,069	317,508
Gross earnings	2,685,089	2,756,232	2,826,478	2,994,772
Expenses and taxes	1,683,814	1,859,505	1,795,252	1,872,325
Net earnings	1,001,275	896,727	1,031,226	1,122,447
Lease rentals	282,466	287,694	297,559	304,063
Interest	209,059	190,876	207,922	312,335

There are also real estate mortgage, $238,000, 5s and 7s; time loans, $350,000, at 6 per cent. (V. 42, p. 187, 487, 543; V. 43, p. 191, **745**; V. 44, p. 212, 586.)

Long Island City & Flushing.—Road from Long Island City to Great Neck, 14 miles; branches, 8 miles; total, 22 miles. This is a reorganization of the Flushing & North Side road, foreclosed December 11, 1880. The stock is $500,000; par, $100. The income bonds are payable at will. The company is liable for $25,000 of New York & Flushing bonds, due 1920. Leased to Long Island RR. for 50 years, the lessee taking 60 per cent of gross earnings and $17,500 for fixed charges. In 1883-84 gross earnings were about $213,000, of which 40 per cent to this company was $85,035; in 1884-5, rental $116,537; in 1885 6, rental, $102,495. Alfred Sully, President, New York City.

Los Angeles & San Diego.—Florence to Santa Anna, Cal., 27 miles. Leased to Cent. Pac., and in 1884 the net earnings paid as renta and other income was $33,374; interest, &c, $35,121. Capital stock $570,800. Chas. Crocker, Pres., San Francisco.

Louisiana Western.—Owns from Lafayette, La., to Orange, Texas, 112 miles, leases extension in Texas, 7 miles; total, 112 miles. Leased and operated by the South. Pac. Company, being part of the through line between New Orleans and Houston. For three months from Jan. 1 to March 31, gross earnings were $181,364 in 1887, against $142,039 in 1886; net, $76,348, against $68,092. In 1886 gross earnings were $644,689; net, $329,217. Surplus over interest and all charges, $163,559. Gross earnings for year 1885 were $627,317; net, $343,445. Stock is $3,360,000. (V. 42, p. 243, **629**; V. 43, p. 133, 163; V. 44, p. 344, 369, **620.**)

Louisville Evansville & St. Louis.—Line of road, New Albany Ind., to Mt. Vernon, Ills., 182 miles; branches to Jasper & Gentryville, 73 miles; total, 255 miles; opened Oct., 1882. The road was formerly the Louisville New Albany & St. Louis, foreclosed in 1878. In Oct., 1881, a consolidation was made with the Evansv. Rockport & Eastern, and the $900,000 of E. R. & E. 1st mortgage bonds stand as a prior lien on that division. The foreclosure sale was made June 9, 1886. The plan of reorganization was in V. 41, p. 720, by which 1st mortgage bondholders took new second mortgage bonds and a first mortgage of $2,000,000 was issued as a prior lien. The stock is $1,500,000 pref. 5 per cent, noncumulative, and $3,500,000 common; the par of all shares is $100. In 1883-4 gross earnings were $668,898; net, $95,305. In 1884-85 gross earnings, $716,119; net, $142,224. (V. 42, p. 519, 728; V. 43, p. 125, 274, 302, 431, 452.)

Louisville & Nashville.—*(See Map.)*—LINE OF ROAD.—Main line—Louisville to Nashville, 185 miles; branches—Junction to Bardstown, Ky., 17; Junction to Livingston, Ky., 110; Livingston to Jellico, Ky., 61; Montgomery to Mobile, 179; New Orleans to Mobile, 141; branch to Pontchartrain, 5; Paris, Tenn. to Memphis, 259; East St. Louis, Ill., to Evansville, Ind., 161; Junc., Ill., to Shawneetown, Ill., 41, Belleville, Ill., to O'Fallon, Ill., 6; Pensacola, Fla., to Pensacola Junction; Fla., 44; branch to Muscogee dock, 1; Louisville, Ky., to Newport, Ky., 109; Junction to Lexington, 67; Louisville H. Cr. & W'port. (n. g.), 11; Selma to Pineapple, Ala., 39; Henderson to Nashville, 135; Junction to Providence, 16; Pensacola extension, 26; total owned, 1,612 miles; leased and controlled—Junction to Glasgow, Ky., 10; Nashville to Decatur, 119; Decatur to Montgomery, 183; Junction to Wetumpka, 6; Junction to Shelbyville, 19; Louisville Transfer, 4; No. Div. Cumb. & Ohio, 27; Lebanon to Greensburg, 31; Elkton to Guthrie, 11; total leased and controlled, 410 miles; total operated June 30, 1886, 2,023 miles. Also owns the Richmond Branch (leased to Kentucky Central), 34 miles, and the Cecilian Branch (leased to Ches. O. & So. W.), 46 miles, and controls, by ownership of a majority of the stock, the Nashville Chattanooga & St. Louis RR., 580 miles; the Owensboro & Nashville, 84 miles; the Pensacola & Atlantic, 161 miles; the Nashville & Florence RR., 56 miles; Birmingham Mineral Railroad, 11 miles, and Henderson Bridge and connecting track, 10 miles—total, 902 miles; also, as joint lessees with the Central of Georgia, is interested in the Georgia Railroad and its auxiliaries, 679 miles.

ORGANIZATION, LEASES, &C.—The Louisville & Nashville was chartered March 2, 1850, and opened between Louisville and Nashville November, 1859. The Memphis branch, completed in 1860, was operated in connection with the Memphis & Ohio and Memphis Clarksville & Louisville roads, which were purchased by the L. & N. The other roads embraced in the system have been purchased outright or are controlled absolutely by ownership of a majority of the stock, except those under leases, as above described. The liabilities for interest are treated mostly as belonging directly to the Louisville & Nashville Company. The Southeast. & St. Louis RR., which was reorganized after foreclosure of the St. Louis & Southeastern, Nov. 16, 1880, is leased to the Louisville & Nashville for 49 years, and the L. & N. issues its bonds as above, secured on the road, about 210 miles long in Indiana and Illinois. There is also $999,500 of S. E. & St. L. stock. The fiscal year of L. & N. ends June 30. Annual election is held early in October.

STOCK AND BONDS.—At the close of the fiscal year (June 30) 1880 the capital stock was $9,059,361, and in Nov., 1880, the stock dividend of 100 per cent was made, raising the amount to $18,133,513. In October, 1882, the company listed at the Stock Exchange $3,080,000 stock sold by the city of Louisville, raising the stock outstanding to $21,213,513, and $3,786,487 more was then listed, raising the amount to $25,000,000. In Oct., 1884, the remaining $5,000,000 unissued was offered to a syndicate at 22½ with the $5,000,000 bonds at 55, raising the stock to the full limit of $30,000,000. (See V. 39, p. 409.)

All the dividends paid since 1870 were as follows: In 1871, 7 per cent; in 1872, 7 per cent; in 1873, 7 per cent; in 1877, 1½ per cent; in 1878, 3 per cent; in 1879, 4; in 1880, 8, and 100 per cent in stock; in 1881, 6; in 1882, 3; nothing since.

Prices of the stock from 1872 to date have been: In 1873, 50@79; in 1874, 53@59; in 1875, 36½@40; in 1876, none; in 1877, 26@41; in 1878, 35@39; in 1879, 35@89½; in 1880, 77@174; in 1881, 79@110½; in 1882, 46½@100¾; in 1883, 40⅝@58½; in 1884, 22½@51⅜; in 1885, 22@51⅜; in 1886, 33⅝@69; in 1887 to May 20, 57@70¼.

The general mortgage of 1880 is for $20,000,000, of which the balance unissued is reserved to pay off prior liens, and the mortgage covers 840 miles of road subject to such liens. The Louisv. & Nashv. Lebanon-Knoxville bonds of 1881 cover 110 miles, subject to prior liens, and 62 miles from Livingston to State line as a first lien. The Pen. & Atlantic is a separate company and the bonds are not a direct liability of the L. & N. Co., but principal and interest are guaranteed by L. & N. A sinking fund begins Feb., 1889. The P. & A. has issued to the L. & N. $1,000,000 land grant bonds pledged for advances to the P. & A.

The third mortgage trust deed of 1882 is made to E. H. Green and John A. Stewart as trustees, and has a sinking fund of 1 per cent annually begun in February, 1885, the bonds drawn being redeemable at 110. The bonds are secured by pledge of a large amount of stocks and bonds belonging to the Louisville & Nashville Company and held as collateral security by the trustee of the mortgage. The securities pledged were stated in detail in V. 41, p. 445, the par value of bonds being $9,633,000 and stocks $18,529,700; total, $28,162,700.

The 10-40 Adjustment mortgage bonds were issued in 1884, and cover 783 miles of main line and branches, subject to the prior liens, and are a second lien on the trust securities pledged under the trust deed of 1882. See V. 39, p. 409.

The Henderson Bridge Co. bonds are not a liability of the L. & N. The bridge is owned by a separate company, with a stock of $1,000,000, of which the L. & N. Co. holds $501,000; the Bridge Co. is guaranteed gross receipts of $200,000 per year by the several roads using it.

The mortgage bonds of 1887 on branches are issued at $15,000 per mile. U. S. Trust Co. is trustee of the mortgage, and the lien covers the Cumberland Valley Branch and a number of others.

OPERATIONS, FINANCES, &C.—The Louisville & Nashville system having been developed in its present extensive form since 1879 has a short history. The 100 per cent stock dividend declared in 1880 was made before the working and result of the newly-acquired roads could be fully developed.

For nine months from July 1 gross earnings were $11,369,964 in 1886-7, against $10,045,804 in 1885-6; net, $4,638,452, against $3,841,607.

The annual report for 1885-86 was in the CHRONICLE, V. 43, p. 486. The comparative statistics were as follows for the roads operated as the Louisville & Nashville system proper

	1882-83.	1883-84.	1884-85.	1885 - 86.	
Total gross earns.	$13.234,915	$14,351.093	$13,936,347	$13,17	7,01
Oper'g ex. (excl. tax.)	8.099,595	8.823,782	8.182 255	8,21	3.29
Net earnings	5,135,320	5,527,311	5,754.092	4,963,723	
Per ct. of ex. to earn.	61·20	61·48	58·71	62·33	

* Includes rent, rent of cars and engines, &c.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princ. pal, When Due. *Stocks*—Last Dividend.
Louisville New Orleans & Texas—Stock	455	....	$100	$4,570,000	....	....	.....	.....
1st mortgage, coup. or reg	455	1884	1,000	13,650,000	5	M. & S.	New York, Office.	Sept. 1, 1934
1st mortgage, gold	....	1886	....	(?)	4 g.	M. & S.	.....	.....
2d mort. income for ($7,899,000) cumulative	....	1886	....	(?)	5	....	New York, Office.	Sept. 1, 1934
Income bonds (not cumulative)	455	1884	1,000	9,100,000	6	August.	do do	Sept. 1, 1934
Lykens Valley—Stock	21	....	20	600,000	2½	Q.—J.	New York, Treasurer.	Jan. 2, 1887
Mahoning Coal—Common stock	43	....	50	1,373,000	....	....	.....	.....
Preferred stock, guar. by L. S. & M. S.	43	....	50	372,640	2½	J. & J.	N. Y. Union Tr. Co.	Jan. 1, 1887
1st mort., coup., pr. & int, guar., by L. S. & M. So	43	1884	1,000	1,500,000	5	J. & J.	do do	July 1, 1934
Maine Central—Stock	482	....	100	3,603,300	3	F. & A.	.....	Feb. 15, 1887
1st mortgage, consolidated	304	1872	100 &c.	4,176,400	5 & 7	A. & O.	Boston, 2d Nat. Bank.	April 1, 1912
Collateral trust bonds for Mt. Desert Branch	41	1883	....	694,000	5	J. & D.	Bost., Am.Loan& Tr.Co.	June 1, 1923
Sinking fund 10-20 gold bonds	....	1885	1,000	599,000	6 g.	F. & A	Boston, 2d Nat. Bank.	Feb. 1, 1905
Bonds ($1,100,000 loan) A. & K. RR.	55	1860-1	100 &c.	1,100,000	6	M'nthly	do do	1890 to 1891
Extension bonds, 1870, gold	18	1870	500 &c.	496,500	6 g.	A. & O.	do do	Oct., 1900
Maine Central loan for $1,100,000	109	1868	100 &c.	756,800	7	J. & J.	do do	July, 1898
European & North American (Bangor loan)	56	1869	500 &c.	1,000,000	6	J. & J.	Bost., Merch'ts' Nat.Bk.	Jan. 1, 1894
Leeds & Farmington Railroad loan	36	1871	100 &c.	633,000	6	J. & J.	Boston, 2d Nat. Bank	July, 1891
Androscoggin Railroad, Bath City loan	30	1866	100 &c.	425,000	6	Q.—J.	do do	July, 1891
Portland & Kennebec, consolidated mortgage	71	1865	100 &c.	1,166,700	6	A. & O.	do do	April 1, 1895
Manchester & Lawrence—Stock	26	....	100	1,000,000	5	M. & N.	Manchester and Boston.	May 2, 1887
Manhattan (Elev.)—Consol. stock	32	....	100	24,395,700	1½	Q.—J.	N. Y., Mercantile Tr.Co	April 1, 1887
Metropolitan Elevated, 1st mortgage	18	1878	1,000	10,818,000	6	J. & J.	do do	July, 1908
do 2d M. (guar. by Manhat'n).	18	1879	1,000	4,000,000	6	M. & N.	do do	Nov. 1, 1899
N. Y. Elevated, 1st M. (payable at 105 after 1896)	14	1876	1,000	8,500,000	7	J. & J.	do do	Jan. 1, 1906
do Debentures, coup	14	1886	1,000	1,000,000	5	M. & S.	do do	Mar. 1, 1916
Marietta Columbus & N.—1st M., gold, (Mar.Mineral)	42	1885	100&c.	650,000	6 g.	M. & N	New York, Agency.	May 1, 1915
Marietta & North Georgia—1st M., gold, $7,000 p.m.	120	1881	1,000	840,000	6 g.	J. & J.	Boston and New York.	July 1, 1911
2d mort. ($6,000 per mile)	120	1881	1,000	600,000	6 g.	J. & J.	do	July 1, 1911
Marquette H. & O.—Common stock	160	....	100	3,398,100	4	....	.....	In 1883
Preferred stock	160	....	100	2,259,026	2½	F. & A.	.....	Aug. 16, 1886
1st mort., M.& O., coup.	50	1872	100 &c	1,427,500	8	J. & D.	Boston, N. Eng. Tr. Co.	June 1, 1892
M. H. & O. mortgage	90	1878	1,000	576,200	6	M. & S.	do do	Mar. 1, 1908

INCOME ACCOUNT.

	1882-83.	1883-84.	1884-85.	1885-86.
Receipts—	$	$	$	$
Net earnings	5,135,320	5,527,311	5,754,092	4,963,723
Income from invest's	134,771	272,833	198,591	207,807
Total income	5,270,091	5,800,144	5,952.683	5,171,530
Disbursements—				
Taxes	339,409	309,450	379,845	370,814
Rentals	67,000	67,000	58,333	15,000
Interest on debt	4,053,224	4,207,223	4,026,543	4,085,706
Divid's on L. & N., N. & D. and M. & M.	110,053	113,090	116,242	117,095
Georgia RR. deficit	.....	11,000	49,299	44,815
Miscellaneous	6,182	8,377	7,542	10,297
Total disbursements	*4,575,868	†4,716,145	‡4,637,806	‖4,643,727
Balance, surplus	722,699	1,116,337	1,356,890	692,495

* $28,400 to be refunded, included in surplus.
† $32,338 to be refunded, included in surplus.
‡ $42,012 to be refunded, included in surplus.
‖ $164,692 to be refunded, included in surplus.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1882-83.	1883-84.	1884-85.	1885-86.
Assets—	$	$	$	$
Road, equipment, &c.	67,385,426	67,776,064	67,930,874	68,433.991
Timber & quar. lands	715,773	688,024	689,941	598,746
Stocks owned	†8,565,852	†6.904,853	2,005,590	1,298,347
Bonds owned	1,940,623	4,050,673	4,249,861	4,435,098
Stks&bds. held in tr't	9,527,878	9,527,878	9,527,878	9,527,878
Bills & acc'ts. receiv.	2,011,330	1,922,803	1,771,487	1,935,654
Materials, fuel, &c.	833,112	762.273	726,624	926,262
Cash on hand	242,929	297,316	404,714	303,976
So. & No. Ala. RR.	1,454,904	1,565,968	1,733,805	2,071,723
Nash. & Dec. RR.	573,044	599,478	603,250	618,148
Other roads	921,690	1,172,928	1,567,793	635,978
C. C. Baldwin acc't‡	.....	1,005,929	850,809	850,808
Sinking fund	50,000	50,000	50,000	.....
Profit and loss	.....	.....	2,479,344	2,068,636
Total assets	94,222,561	96,324.187	94,591,970	93,705,275
Liabilities—	$	$	$	$
Stock	30,000,000	30,000,000	30,000,000	30,000'000
Bonded debt*	57,903,230	57,530,712	61,958,314	61,355,254
Louisville bonds	850,000	850,000	850,000	201,000
Debentures	567,400	529,800	.....	.....
Bills payable	526,558	3,599,266	189.279	41,229
Interest	445,359	475,759	499,435	501,528
Miscellaneous	36,094	34,933	34,774	34,327
June pay-rolls, &c.	1,130,936	1,236,152	1,060,168	1,571,937
Profit and loss	2,762,984	2,067,565	.....	.....
Total liabilities	94,222,561	96,324,187	94,591,970	93,705,275

* The bonds deposited in the $10,000,000 trust have been deducted here
† Includes $5,000,000 L. & N. stock unissued.
‡ An open account, the company claiming that Mr. Baldwin is indebted to it in this sum.

—(V. 42, p. 60, 155, 187, 215, 304, 430, 631, 663, 694; V. 43, p. 23, 73, 216, 256, 274, 431, 486, 547, 671; V. 44, p. 59, 185, 308, 434, 458, 586.)

Louisville New Albany & Chicago—(*See map*)—Operates from New Albany, Ind. (opposite Louisville, Ky.), to Michigan City, Ind., 289 miles; Howland Junction to Hammond, Ind., 160 miles; Bedford, Ind., to Switz City, 43 miles; Orleans, Ind., to French Lick Spr., 17½ miles; total owned, 509 miles; leased—Hammond to Chicago, 20 miles; Howland's Junction to Indianapolis, 4 miles; New Albany to Louisville, 5 miles; total leased, 29 miles; total operated, 617 miles. A lease for 999 years with Chicago & Western Indiana at $127,000 per year gives entrance to Chicago.

The Louisville New Albany & Chicago was opened in 1852 and sold in foreclosure Dec. 27, 1872, and reorganized without any bonded debt. In Aug., 1881, consolidated with Chicago & Ind. Air Line, and stock increased to $5,000,000, giving 15 per cent increase to stockholders of record Aug. 31.

The consolidated bonds of 1886 were made for the authorized amount of $10,000,000, of which $5,300,000 was reserved for the prior first mortgages, $3,000,000 used to exchange for 2d mortgage bonds of 1883 and general mortgage bonds of 1884 outstanding, and the balance $1,700,000 used for building new road, for improvements, &c. In June, 1887, all the car trust certificates were to be paid off.

For one month ending Jan. 31 gross earnings were $139,416 in 1887, against $113,820 in 1886; net, $15,555, against $8,627 in 1886.

Fiscal year ends Dec. 31. The annual report for 1886 was in V. 44, p. 584. Earnings, expenses and charges have been as follows:

	1884.	1885.	1886.
Gross earnings	$1,761,436	$1,680,454	$1,919,189
Operating expenses	1,365,144	1,332,036	1,278,528
Net earnings	$199,292	$348,418	$640,661
Interest	$369,300	$369,300	$461,538
Rentals, insurance and taxes	213,823	217,951	223,869
Interest on car trust bonds	50,000	50,000	50,000
Total charges	$633,123	$637,251	$735,407
Deficit	$533,831	$288,832	$94,747
Percentage of operating ex.	87·26	79·27	66·62

Wm. Dowd, Pres't, N.Y. (V. 42, p. 125, 243, 365, 397, 604. V. 43, p. 334, 458, 607, 774; V. 44, p. 59, 90, **342**, 401, 553, **584**, 621.)

Louisville New Orleans & Texas—(*See map*)—Line of road Memphis, Tenn., to New Orleans, La., 455 miles; Leland to Huntington, Miss., 22 miles; Washington Co. branch, 34 miles—total owned, 511 miles. Leased—Clinton to Port Hudson, La., 22 miles; total operated, 533 miles. This road was built in the interest of the Huntington system of roads, and forms the connecting link in that system across the Continent from Norfolk to San Francisco. The present company was organized Sept. 5, 1884. The road was opened for through business Oct. 13, 1884. The income bonds are a first mortgage on 750,000 acres of land in the Yazoo Delta. The first mortgage bonds are issued at $30,000 per mile on the main line and $20,000 per mile on the branch lines. Mr. R. T. Wilson, Pres., N. Y. Gross earnings from Jan. 1 to March 31, 1887, were $565,145, against $426,998 in 1885-6; net, $183,334, against $94,904. Gross earnings for year 1885, $1,803,785; net, $551,222. Gross in 1885, $1,390,717; net, $360,711. (V. 42, p. 60, 339; V. 43, p. 73, 162, 334 308, 516, 547, 671; V. 44, p. 60, 185, 308, 434.)

Lykens Valley.—Owns from Millersburg, Pa., to Williamstown, Pa., 20 miles; branch, 1 mile; total operated, 21 miles. It is a coal road leased and operated by the Northern Central Railroad since July, 1880, and previously by the Summit Branch RR. The lease is for 999 years from March 1, 1866, and the rental is $62,500 per annum.

Mahoning Coal Railroad.—Andover to Youngstown, O., 38 miles, and branches for ore and coal, 5 miles; total, 43 m. On July 1, 1884, the road was leased in perpetuity to the Lake Shore & M. S. The L. S. & M. So. guarantees the principal and interest of the 1st mortgage bonds, and guarantees 5 per cent per annum on the pref. stock.

Maine Central.—Mileage as follows: Main line, Portland to Bangor, Me., via Augusta, 136·6 miles; branches, Cumberland Junction to Skowhegan, 90·7 miles; Bath to Farmington, 71·2 miles; Crowley's Junction to Lewiston, 4·7 miles; total owned, 303·2 miles. Leased—Burnham Junction to Belfast, 33·1 miles; Newport Junction to Dexter, 14 miles; Brewer Junction to Bucksport, 18·1 miles; Bangor to Vanceboro, 114·1 miles; Penobscot Switch to Mt. Desert Ferry, 41·7 miles; total leased, 221 miles. Total operated, 527·2 miles.

This was a consolidation in 1862 of the Androscoggin & Kennebec Railroad and the Penobscot & Kennebec. In August, 1873, the Portland & Kennebec, Somerset & Kennebec and Leeds & Farmington railroads were also consolidated with the Maine Central.

There are also $58,000 5 per cent debenture bonds due 1894 and $20,000 Shore Line 6 per cents due 1923. The annual report was published in V. 43, p. 773, for the fiscal year ending Sept. 30.

FISCAL RESULTS.

	1882-83.	1883-84.	1884-85.	1885-86.
Total gross earnings	$2,835,494	$2,816,373	$2,839,779	$3,001,076
Expenses and taxes	1,839,707	1,750,710	1,730,902	1,820,740
Net earnings	$995,787	$1,065,663	$1,108,877	$1,180,336

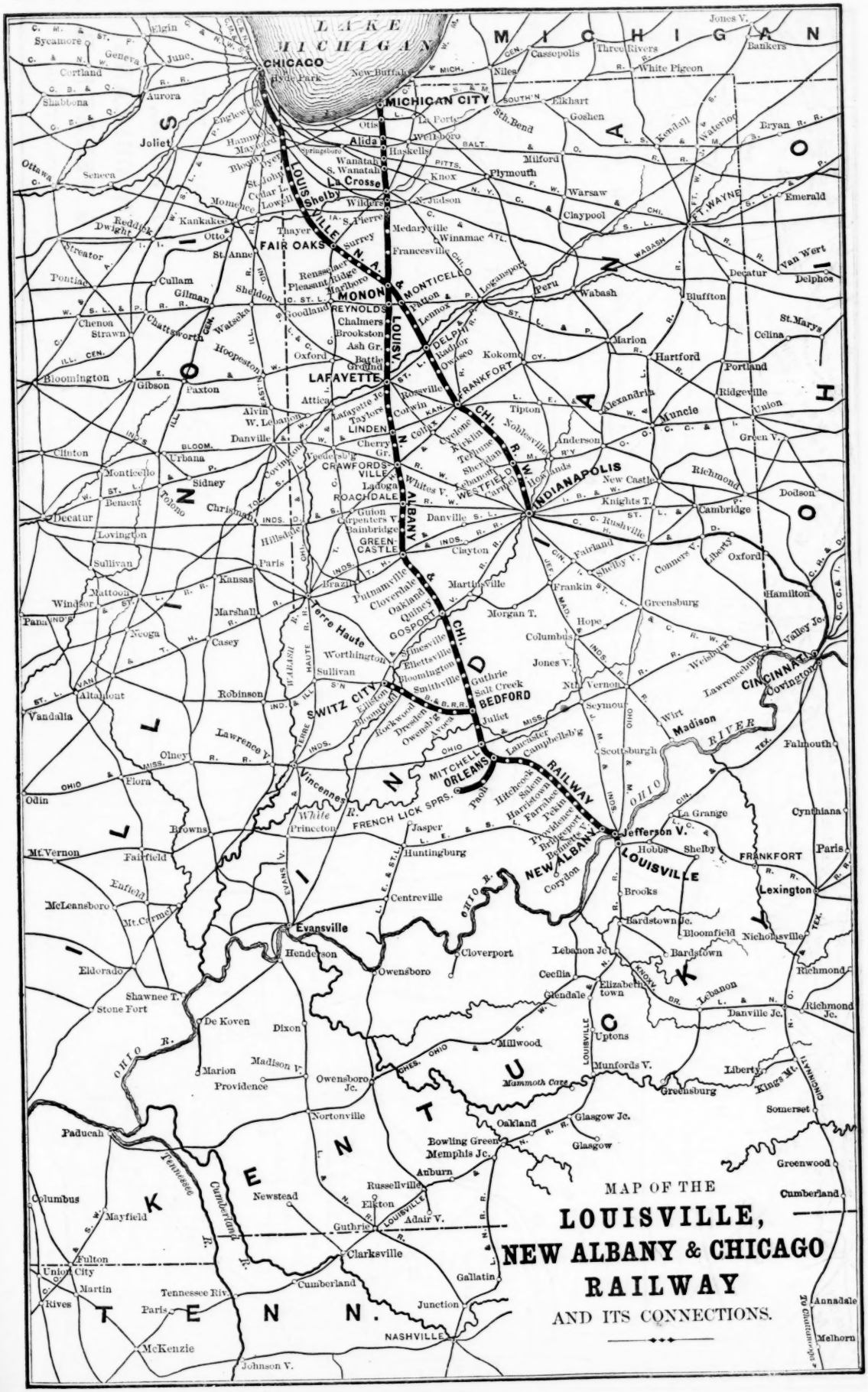
INCOME ACCOUNT

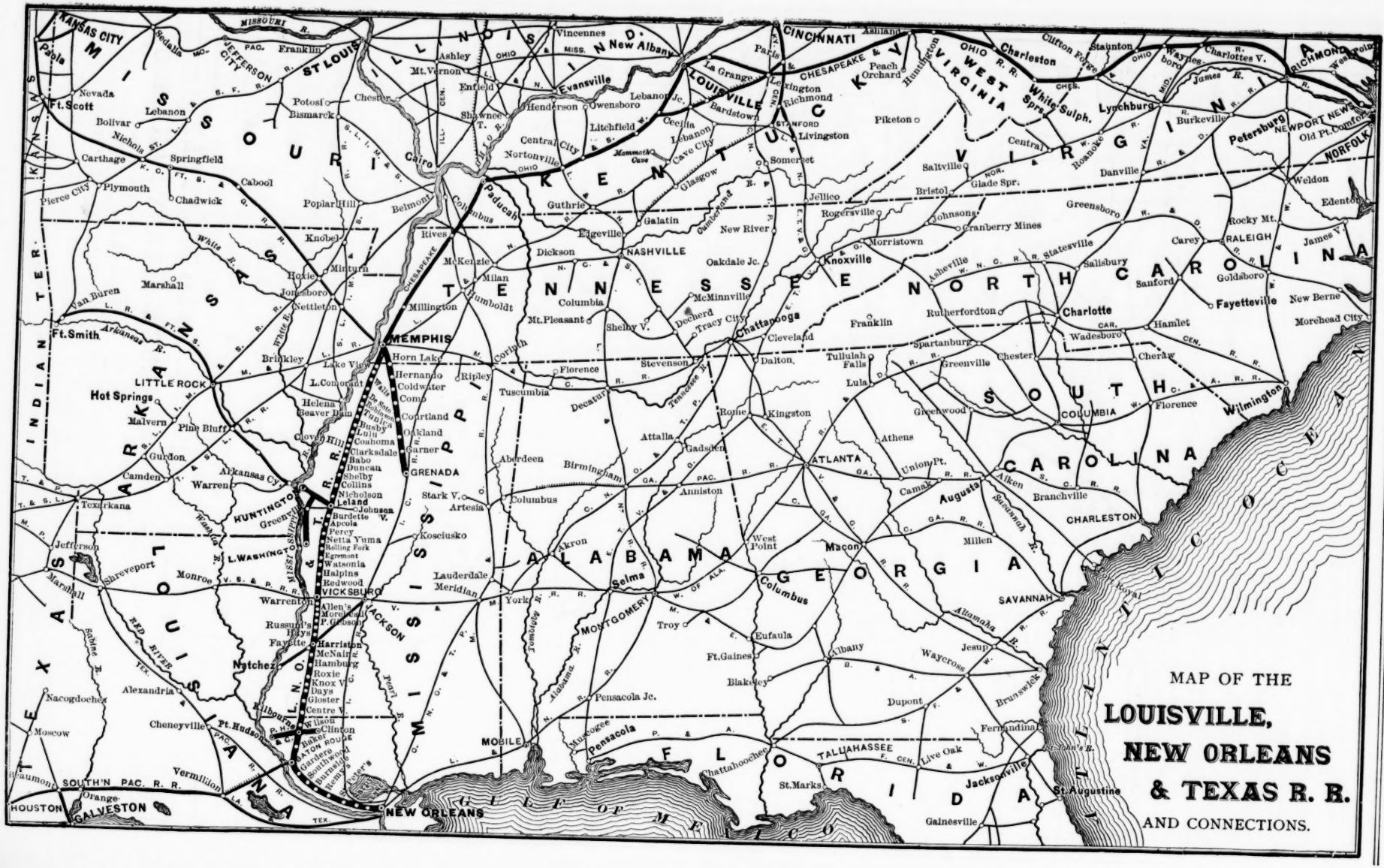
	1882-83.	1883-84.	1884-85.	1885-86.
Receipts—				
Net earnings	$995,787	$1,065,663	$1,108,877	$1,180,336
Other receipts	29,121	10,421	7,828	7,400
Total income	$1,024,908	$1,076,084	$1,116,705	$1,187,736
Disbursements—				
Rentals paid	$182,958	$189,000	$189,000	$189,000
Interest on bonds	644.146	661,395	701,767	707,130
Dividends	197,522	215,532	215,541	215,578
Total disburse's	$1,024,626	$1,065,927	$1,106,308	$1,111,708
Balance	$282	$10,157	$10,397	$76,028

—(V. 42, p. 365, 519, 694, 783; V. 43, p. 102, 217, 334, 458, 618, **773**.)

Manchester & Lawrence.—Owns from Manchester, N. H., to Methuen (State Line), 22¼ miles; leased, Methuen Branch of the Boston & Maine Railroad, 3¾ miles; total operated, 26 miles. Road in operation since 1849. Formerly operated with the Concord RR. as one line, on a division of joint earnings. Methuen branch is leased at a rental of $11,000 per annum. Company lays claim to a two-fifths interest in the Manchester & North Weare RR., which is operated by Concord RR. Ten per cent dividends are paid. The fiscal year ends March 31. Gross earnings in 1885-86, $177,302; net, $100,909. In 1884-5, gross, $174,578; net, $100,809.

Manhattan Elevated.—Road operated, 32·39 miles. This was a corporation formed (Nov. 24, 1875) to lease and operate the two elevated railroads in New York City. Its capital stock was $13,000,000, and it was to pay the interest on the bonds of the two elevated roads and certain dividends. The original lease of May 20, 1879, guaranteed 10 per cent per annum on the stocks, but this lease was amended in October, 1881, by agreements among the three companies, which were


LAKE MICHIGAN
MICHIGAN
INDIANA
OHIO
ILLINOIS
KENTUCKY
TENN.
CHICAGO
MICHIGAN CITY
LOUISVILLE, NEW ALBANY & CHICAGO RAILWAY
LOUISVILLE
NEW ALBANY
CHICAGO
MONON
LOUISVILLE
FAIR OAKS
MONTICELLO
REYNOLDS
LAFAYETTE
LINDEN
CRAWFORDSVILLE
ROACHDALE
GREENCASTLE
ALBANY
DELPHI
FRANKFORT
CHI. R. I. & P.
INDIANAPOLIS
WESTFIELD
CHI. & IND. C.
SWITZ CITY
BEDFORD
MITCHELL
ORLEANS
RAILWAY
FRENCH LICK SPRS.
JEFFERSONV.
JEFFERSON V.
EVANSVILLE
HENDERSON
OWENSBORO
MADISON
MADISON V.
PADUCAH
NEWSTEAD
CLARKSVILLE
NASHVILLE
CINCINNATI
COVINGTON
LEXINGTON
FRANKFORT
PARIS
RICHMOND
RICHMOND JC.
DANVILLE JC.
SOMERSET
GREENWOOD
CUMBERLAND
ANNADALE
MELHORN
To Chattanooga
MAP OF THE
LOUISVILLE,
NEW ALBANY & CHICAGO
RAILWAY
AND ITS CONNECTIONS.


MAP OF THE
LOUISVILLE,
NEW ORLEANS
& TEXAS R. R.
AND CONNECTIONS.
KANSAS CITY
ST LOUIS
CINCINNATI
MEMPHIS
NASHVILLE
LOUISVILLE
ATLANTA
CHARLESTON
SAVANNAH
MOBILE
NEW ORLEANS
LITTLE ROCK
HOUSTON
GALVESTON
RICHMOND
NORFOLK
RALEIGH
COLUMBIA
CHARLOTTE
Knoxville
Chattanooga
Birmingham
Montgomery
Jacksonville
St. Augustine
Pensacola
Tallahassee
Vicksburg
Natchez
Shreveport
Monroe
Meridian
Selma
Columbus
Macon
Augusta
Wilmington
Fayetteville
Greensboro
Lynchburg
Roanoke
Petersburg
Newport News
Old Pt. Comfort
Norfolk
Atlantic Ocean
Gulf of Mexico
Mississippi R.
Ohio R.
Tennessee R.
Cumberland R.
Kentucky
Tennessee
Mississippi
Alabama
Georgia
South Carolina
North Carolina
Virginia
West Virginia
Indiana
Illinois
Missouri
Arkansas
Louisiana
Texas
Florida

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When due. *Stocks*—Last Dividend.
Marquette H. & O.—(Cont'd)—Bonds for ext., &c...	....	1883	$1,000	$1,213,000	6	J. & D.	Boston, N. Eng. Tr. Co.	June 1, 1923
M. H. & O. 1st mortg. on Mar. & West.....	....	1885	1,000	1,400,000	6	A. & O.	do do	April 1, 1925
Memphis & Charleston—Stock.....	328	....	25	5,312,725	....	....	.....	.....
1st & 2d. mort. extension bonds, Ala. & Miss. Div.	181	1854	....	2,155,000	7	J. & J.	New York, Agency.	Jan. 1, 1915
2d mortgage, extended.....	....	1867	....	105,000	7	J. & J.	do do	1915
Consol. mort., gold (1st lien on 93½ m. in Tenn.)..	292	1877	1,000	1,400,000	7 g.	J. & J.	do do	Jan. 1, 1915
Consol. mortgage, gold.....	292	1877	1,000	864,000	7 g.	J. & J.	do do	Jan. 1, 1915
General mortg., gold.....	292	1884	1,000	1,000,000	6 g.	J. & J.	do do	Jan. 1, 1924
Memphis & Little Rk.—1st preference mortgage....	133	1877	1,000&c	250,000	8	M. & N.	.....	May, 1883-84
General mort., land grant, (s. f. $10,000).....	133	1877	250 &c	2,600,000	8	J. & J.	....	July, 1907
Mexican Central (Mexico.)—1st mort., reg., gold ...	1,340	1881	1,000	37,272,000	4 g.	J. & J.	Boston, Office.	July 1, 1911
Income bonds, conv., not cumulative, reg.....	....	....	1,000	8,128,000	3	July 1	do	July 1, 1911
Coupon notes for interest funded.....	....	1884	100, &c.	3,825,570	10	J. & J.	do	July 1, 1889
Debentures (secured by collateral) (V. 39. p. 733)	....	1885	1,000	10,000,000	6 g.	J. & D.	New York.	Dec. 1, 1927
Mexican National—1st M., new, gold ($9,000 p. m).	....	1887	1,000	10,000,000	6 g.	J. & D.	New York.	Dec. 1, 1927
1st M., old, gold.....	....	'81-'82	1,000	24,330,000	6 g.	Various	Last paid, Oct., 1883.	1911 & 1912
2d mort. debentures (income).....	....	1884	1,000&c	13,437,000	5	April.	.....	Jan. 1, 1974
Texas-Mexican, Corpus Ch S.D.& R.G., 1st M., gd.	161	1880	1,000	960,000	7 g.	J. & J.	.....	July 1, 1901
do 1st mortgage, gold ($15,000 p. m.)	165	1881	1,000	1,380,000	6 g.	J. & J	.....	July 1, 1921
Michigan Central—Stock.....	1,468	....	100	18,738,204	2	F. & A.	Grand Central Depot.	Feb. 15, 1887
Consolidated mortgage ($2,000.000 are 5s).....	270	1872	1,000	10,000,000	7 & 5	M. & N.	N. Y., Union Trust Co.	May 1, 1902
M. C. Michigan Air Line mortgage.....	103	1870	1,000	1,900,000	8	J. & J.	do do	Jan. 1, 1890
Michigan Air Line 1st mort., assumed by M. C....	10	1870	1,000	200,000	8	M. & N.	do do	Nov., 1890.'90
M. C. bonds, mort. on Grand River Valley RR. ..	84	'79-86	1,000	1,500,000	6	M. & S.	do do	Sept., 1909
Kal. & So. Hav., 1st and 2d morts., guar.....	39	'69-70	1,000	710,000	8	M. & N.	do do	Nov. 1, '89-90
Grand River Valley, stock, guar.....	84	....	100	491,200	2½	J. & J.	do do	Jan., 1887
Detroit & Bay City 1st en'd. and bridge.....	145	1872-3	....	424,000	8	M. & N.	do do	May 1, 1902-3
M. C. mort. on Detroit & Bay City Railroad.....	145	1881	1,000	3,576,000	5	M. & S.	do do	Mar. 1, 1931
Jackson, Lansing & Saginaw, consol. mort.....	236	1871	1,000	1,943,000	8	M. & S.	do do	Sept. 1, 1891
Jackson Lansing & Saginaw consol. mort.....	298	1880	1,000	1,100,000	6	M. & S.	do do	Sept. 1, 1891
Michigan & Ohio—1st mortgage, gold.....	154	1883	1,000	2,630,000	6 g.	M. & N.	None ever paid.	Nov. 1, 1923
Middletown Unionville & Water Gap—1st mortg. ext.	13	1866	....	150,000	5 g.	M. & N.	N. Y., N. Y. Susq. & W.	1911
do do 2d mort. guar.....	....	1871	....	250,000	5	J. & D.	do do	1896

supplemented by an agreement of Nov. 14, 1881, for the surrender of the stocks of the other companies, and the issue of new stocks by the Manhattan Company, but this was never accepted by the Metropolitan stockholders, and, after litigation, it was decided against the Manhattan In June, 1884, a new compromise agreement was made and afterward ratified by the stockholders of the three companies by which all liabilities were assumed, and new stock was issued by the Manhattan Company to the holders of stocks in the other companies, viz: For Manhattan, 85 per cent in new stock; for New York, 120 per cent; for Metropolitan, 110 per cent.

There are large claims pending against the elevated roads for damage to property on their lines, and many of these are before the courts. The Court of Appeals' decision was against the Company in the Lahr and Wagner suits referred to in V. 44, p. 173.

In 1886 the debentures of the New York Elevated were issued for advances made by the Manhattan Co. for new equipment, new construction, tax arrearages, &c.

The stockholders of the Manhattan Elevated RR. had the privilege July, 1886, of taking $600,000 stock and $600,000 bonds of the Suburban Railroad Co. on certain terms. See V. 43, p. 49.

For the six months ending Mar. 31 gross earnings were $3,970.343 in 1886-7, against $3,578,295 in 1885-6; net, $1,674,038, against $1,720,-719; surplus over interest, rentals and taxes, $693,849, against $826,388.

The reports for year ending Sept. 30 have shown the following income:

	1883-4.	1884-5.	1885-6.
Gross earnings	$6,726,359	$7,000,567	$7,426,216
Operating expenses	3,884,949	3,967,983	4,234,601
Net earnings	$2,841,410	$3,032,584	$3,191,615
Interest on bonds, and rentals..	1,381,713	1,459,043	1,531,984
Balance	$1,459,697	$1,573,541	$1,659,631
Deduct dividends	1,170,000	1,560,000	1,560,000
Surplus	$289,697	$13,541	$99,631

The following is a statement of the number of passengers carried on the elevated railroads in New York, and the gross earnings, since the completion of the roads:

	Passengers.	Earnings.		Passengers.	Earnings.
1878-79..	46,045,181	$3,526,825	1882-83..	92,124,943	$6,386,506
1879 80..	60,831,757	4,612,976	1883-84..	96,702,620	6,726,359
1880-81..	75,585,778	5,311,076	1884-85	103,354,729	7,000,566
1881-82..	86,361,029	5,973,633	1885-86	115,109,591	7,426,216

—(V. 42. p. 243, 272, 604, 783; V. 43, p. 49, 459; V. 44, p. 173, 244, 621, 654.)

Marietta Columbus & Northern.—Road from Marietta, O., to Joy, 38 m.: Branch to Stuart, 4 m., to be built. Formerly the Marietta Mineral road, and name changed (no foreclosure). W. P. Cutler, Marietta, O., President.

Marietta & North Georgia—This narrow-gauge road, completed in the fall of 1886, extends from Marietta, Ga., to Murphy, N. C., 120 miles. The first mort. bonds are at $7,000 per mile and the second at $6,000; stock is $1,560,000. R. M. Pulsifer, President, Boston. —(V. 43, p. 547, 578, 607.)

Marquette Houghton & Ontonagon.—Owns from Marquette, Mich., to Houghton, 95 miles; branches, 65 miles; total operated, 160 miles. Has a land grant of about 80,000 acres. This was a consolidation Aug. 22, 1872, of the Marq. & Ont. R'y and the Houghton & Ontonagon Railway, and in 1883 consolidated with Houghton & L'Anse Railroad and completed the extension from L'Anse to Houghton. The business consists largely of the transportation of iron ore.

In Oct., 1886, a controlling interest was purchased by a syndicate in the interest of the Duluth South Shore & Atlantic RR. See V. 43, p. 547. The report for 1885-6 was published in V. 42, p. 630, and the income account showed a surplus of $14,528 over interest payments and 3 per cent dividends on pref. stock. Gross earnings in 1885 $834,-143; net, $369,688. (V.42, p. 519, 629; V. 43, p. 547.)

Memphis & Charleston.—(*See Map of East Tennessee Virginia & Georgia*).—Owns from Memphis to Stevenson, Ala., 272 miles; branches—to Somerville 14 miles, to Florence 6 miles; leased, Stevenson to Chattanooga, 40 miles; total operated, 330 miles. This road was leased June 2, 1877, to the East Tennessee Virginia & Georgia Railroad for twenty years from July 1, 1877. Of the consolidated mortgage, $1,400,000 are secured by the old Tennessee State lien for $1,736,-906, assigned to a trustee, and thus stand higher in value.

In Sept., 1883, a large block of the stock was obtained by parties interested in the East Tennessee Virginia & Georgia RR., and in Sept., 1885, this and enough more to make a majority was put in the Central Trust Co. for the E. T. V. & G. Co.

For nine months from July 1, gross earnings were $1,259,068 in 1886-7, against $1,065,093 in 1885-6; net, $425,780, against $333,845.

For the year ending June 30, 1885, gross earnings were $1,384,906; net, $268,263. and in 1885-86 $1,323,529 gross and $386,315 net. —(V. 42, p. 60, 125, 155, 304, 339, 430, 549, 604, 664; V. 43, p. 190, 368, 398, 516, 578, 671; V. 44, p. 22, 149, 300, 551.)

Memphis & Little Rock.—Owns from Little Rock, Ark., to Memphis, Tenn., 135 miles. Default was made Nov., 1872, and the property sold in foreclosure. The road was again sold and reorganized April 28, 1877. The stock is $1,500 000. The company had a land grant from Congress of 1,000,000 acres. In April, 1880, control of this company was purchased by parties in the interest of the St. Louis & Iron Mountain. Afterward default was made on the coupons and bondholders were offered a 6 per cent bond in place of the 8 per cents, which was declined. In April, 1884, a receiver was appointed, but in August, '84, receiver discharged and the property placed in hands of trustees of the general mortgage. Litigation ensued between the trustees and the company (St. L. & Iron M. interest), and in Jan., 1887, the U. S. Supreme Court decided in favor of the trustees and held they had a right to be subrogated to the lien of the State. In April, 1887, the road was again sold and bid in by the Dow party. In 1884 gross earns were $721,890; net, $146,670. (V. 44, p. 149, 185, 495.)

Mexican Central (Mexico).—In Nov., 1886, the mileage was—Main line from Mexico City north, to El Paso del Norte 1,225 miles, 103 miles on Tampico Division, 11 miles of Guanajuato Branch, and 16 miles on the Pacific Division, had also been built, and a short branch 7 miles to stone quarry, making a total of 1,361 miles.

The company was incorporated Feb. 25, 1880, under the general law of Massachusetts, and by transfer the company holds the charter from the Mexican Government, granted Dec. 5, 1874, for a road from Mexico City to Leon, and by modification including lines to Paso del Norte, Guadalajara and Laredo. The company also has other rights granted by the State of Chihuahua. The company has a subsidy from the Mexican Government of $15,200 per mile on most of the lines, payable in "certificates of construction to be redeemed with 8 per cent of all duties produced at the maritime and frontier custom-houses of the Republic." In June, 1885, the Mexican Government stopped paying all subsidies, but resumed July, 1886, on a basis of ¾ of 1 per cent, increased to 1 p. ct. Jan. 1, 1887, and after that 1 per cent every six months, till July, 1890 the full 8 per cent is reached. The incomes are convertible into stock at par. The stock is $33,170,900.

The above 10 per cent coupon notes are secured by deposit of coupons, and by an amount of Mex. Gov't subsidy certificates equal to the principal and int. of the coupon notes. The total amount of 1st mort. bonds issued stood Dec. 31, 1886, at $42,850,000, of which $5.578.000 were in hands of company or trustees, including $2,500,000 deposited as collateral for the debenture bonds.

In Dec., 1885, it was proposed to reduce the interest on 1st mortgage bonds to 4 per cent, with an agreement to pay the remaining 3 per cent in any year when earned, but not to be cumulative, and up to Jan. 1, 1887, all the bondholders except of $1,338,000 had assented to this arrangement and exchanged their 7 per cent coupons for a sheet of 4 per cents. In July, '86, and Jan., '87, all coupons falling due were paid ½ in cash and ½ in assented 1st mortg. bds. in treasury of Co. From April 1, 1887, cash payments were resumed on the bonds as coupons fell due.

Gross earnings Jan. 1 to March 31, 1887, were $1,208,557, against $938,545 in 1886; net, $587,560, against $323,247 (in Mexican currency).

The annual report for 1886 was in V. 44, p. 619, 625, showing gross earnings of $3,857,705; net, $1,404,617, equal in U. S. money to $1,102,-071; subsidy collections in 1886, $58,437. Total subsidy collections from the beginning, $3,782,492, equal to $3,237,589 in U S. money. —(V. 42, p. 60, 93, 125, 155, 215, 272, 431, 461, 463, 753; V. 43, p. 88, 162, 368, 547, 671, 746, 766, 774; V. 44, p. 22, 149, 211, 246, 275, 308, 243, 466, 619, 625.)

Mexican National Railway (Mex.).—In Oct., 1886, road was from Corpus Christi to Laredo (Texas Mexican RR.), 161 miles; Laredo to Saltillo, 236 miles; Matamoros Div., 75 miles; branches, 27 miles; total Northern Division, 479 miles; City of Mexico to Paszcuaro, 273 miles; Acambaro to San Miguel, 76 miles; El Salto line, 42 miles; Manzanillo to Armeria, 29 miles; branches, 34 miles; total Southern Div., 454 miles; total road finished, 933 miles, leaving a gap of 370 miles to be completed to connect the Northern and Southern divisions. The Texas-Mexican belongs to this company and forms part of its line, the Mexican Nat. owning $1,196,000 of its bonds, and nearly its whole stock of $2,500,000; also an interest in $248,000 of the Corpus C. b'ds. The company received a subsidy of $11,270 per mile of road, secured by 6 per cent of the Government receipts from customs. In July, 1885, subsidy payments were suspended, but resumed on a graded scale in '86. See V. 43, p. 103.

Coupons on and after April 1, 1884, were passed. In Oct., 1886. English and American parties came to an agreement, and a modified plan of reorganization was made, by which foreclosure should take place and a new mortgage at $9,000 per mile ($12,500,000) be placed on the whole road, most of this to be used to complete the gap of 370 miles. The old bonds will be a second lien. The junior securities and stock which the Mexican National Railroad Company proposes to issue at present are: $12,165,000 6 per cent 2d mortgage, series A, bonds; $12,165,000 6 per cent 2d mortgage, series B, bonds; $7.040,000 6 per cent 3d mortgage income bonds; $33,350,000 stock. (See V. 43, p. 598, and V. 44, CHRONICLE of March 19, 1887, p. V. of advts.)

For 1885 gross earnings were $1,341,627; net, $208,890. For 1886, gross, $1,511,855; net, $262,516. (V. 42, p. 304, 631; V. 43, p. 88, 102, 245, 274, 309, 459, 598; V. 44, p. 275, 369, 401.)

Michigan Central.—LINE OF ROAD.—Main line—Kensington to Detroit, 270 miles; and Windsor to Suspension Bridge (Can. So.), 226 miles; total main line, 496 miles. Branches owned and leased—Mich. Air Line RR., 115; Jol. & No. Ind., 45; Grand River Valley, 84; Jack. Lan & Sag., 295; Kal. & So. Hav., 40; Det. & Bay City, 152; Sag. Bay & No. W., 64; Tol. Can. So. & Det., 56; Can. So. Br. Co., 4; Mich. Mid. & Can., 15; Canada So. branches, 99; Sarnia Chat. & Erie, 7; Erie & Niagara, 31; total branches 1,006 miles; total operated, 1,502 miles. There are 121 miles of second track and 569 miles of side tracks.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Milw. Lake Shore & West—Common stock	562	....	$100	$2,000,000	....	....	.....	.....
Preferred stock	562	....	100	5,000,000	3½	J. & J.	New York.	Jan. 1, 1887
Consol. mort., gold	346	1881	1,000	4,350,000	6 g.	M. & N.	N.Y., N. Bk. of Com'rce	May 1, 1921
Income bonds (not cumulative)	....	1881	1,000	500,000	6	M. & N.	do do	May 1, 1911
Equipment bonds	....	1882	1,000	180,000	8	J. & J.	N. Y., S. S. Sands & Co.	1892
Michigan Div., 1st mortg., gold (for $3,000,000)	85	1884	1,000	1,281,000	6 g.	J. & J.	N. Y. Bk. of Commerce	July 1, 1924
Ashland Division, 1st mortgage, gold	40	1885	1,000	1,000,000	6 g.	M. & S.	N. Y. Bk. of Commerce	Mar. 1, 1925
St. Paul Eastern Grand Trunk, 1st, gold, int. guar.	56	1883	1,000	923,000	6 g.	J. & J.	N. Y., S. S. Sands & Co.	Jan., 1, 1913
Funding notes	....	1885	1,000	200,000	7	J. & D.	do do	1887-8
Equipment	....	1885	1,000	500,000	6	J. & J.	do do	1890-95
Convert. debentures for $2,000,000 gold	....	1887	1,000	650,000	5 g.	F. & A.	do do	Feb. 1, 1907
Ontonagon, 1st M., gold ($15,000 a mile)	16	1886	....	225,000	6	A. & O.	do do	1896
Milwaukee & Lake Winnebago—1st mortgage, gold	65	1882	1,000	1,430,000	6 g.	J. & J.	N.Y., Farm. L. & Tr. Co.	July 1, 1912
Income bonds, gold (cumulative)	....	1882	1,000	520,000	5 g.	J. & J.	.....	July 1, 1912
Debentures, gold	....	1884	....	200,000	6 g.	A. & O.	.....	April 1, 1904
Milwaukee & Northern—1st mortgage	126	1880	1,000	2,155,000	6	J. & D.	N.Y., Merch. Exch. N. Bk	June 1, 1910
Bonds for $8,000,000 ($2,155,000 are reserved)	117	1884	1,000	975,000	6	J. & D.	New York City.	June 1, 1913
Mine Hill & Schuylkill Haven—Stock	137	....	50	4,081,900	3½	J. & J.	Phila. M.H. & S. H. R. Co.	Jan. 15, 1887
Mineral Range—Stock	....	....	100	128,000	2½	Q.—J.	N. Y., H. S. Ives & Co.	Ap'l. 5, 1887
1st mort (for $200,000) coup	12½	1873	100 &c.	160,900	8	J. & D.	do do	June, 1888
1st mort., gold, on branch and extension	4½	1885	1,000	100,000	5	A. & O	do do	Oct. 1, 1915
Houghton extension, gold	....	1886	....	100,000	5	J. & J.	H. S. Ives & Co.	Jan. 1, 1916
Minneapolis & Pacific—1st mortg., $15,000 p. mile	218	1886	1,000	3,270,000	5	J. & J.	New York Agency.	Jan. 1, 1936
Minneapolis & St. L.—1st M., Min. to Merriam Junc.	27	1877	1,000	455,000	7 g.	J. & J.	N.Y., Bank of Comm'ce.	Jan. 1, 1907
1st mortgage, Merriam Junction to State Line	93	1877	500 &c.	950,000	7 g.	J. & D.	do do	June 1, 1927
1st mortg., Minneapolis to White B. Lake, guar.	15	1877	1,000	280,000	7 g.	M. & N.	N. Y., Cent. Nat. Bank.	Jan. 1, 1907
1st mortgage, gold, coup. (Al. Lea to Fort Dodge)	102	1879	1,000	1,015,000	7 g.	J. & D.	N.Y.. Bank of Comm'ce.	June 1, 1909
Improv. and equip. m., 1st series, coup	360	1882	1,000	2,000,000	6	J. & J.	do do	July 1, 1922
Mortgage on Southwestern extension	53	1880	1,000	636,000	7	J & D.	do do	Dec. 1, 1910
2d. bds., inc., 5 & 10 yrs. (White Bear to Ft. Dodge)	172	1880	1,000	500,000	7	J. & J.	do do	1890
1st mortgage, gold, Pacific Extension	92	1881	1,000	1,382,000	6 g.	A. & O.	do do	April 1, 1921
Wis. Minn. & Pacific.—1st mortg	205	1884	1,000	3,080,000	6	A. & O.	do do	Oct. 1, 1934

ORGANIZATION, LEASES, &c.—The Michigan Central was chartered in 1846; the whole line, Detroit to Kensington, was opened in 1852. The Detroit & Bay City road was foreclosed Feb. 12, 1881, and purchased for the Michigan Central, which leased it and put a mortgage on the road. The other lines described above as leased are all held by the Michigan Central nominally under leases at fixed rentals, but are practically owned. The land grant came from the Jackson Lansing & Saginaw company as stated below.

In Nov., 1882, a close contract was made with Canada Southern for working its road by the Michigan Central and for the division of net profits over all charges as follows—one-third to Canada Southern and two-thirds to Michigan Central; but the latter company is entitled to an increase on this proportion as it diminishes its interest charge by payment of bonds or otherwise.

STOCKS AND BONDS—The Michigan Central stock has remained at the same amount since 1873. Prior to 1873 it was a regular 10 per cent stock. In 1872-73 paid 5 per cent and 4 in scrip, but afterward paid no dividend till 1878, and since then irregular amounts. Since 1870 dividends have been: In 1870-71, 10 per cent; 1871-72, 10; 1872-73, 5 and 4 in scrip; in 1878, 2; in 1879, 3½; in 1880, 8; in 1881, 6½; in 1882, none paid; in 1883, 5; in 1884, 3; in 1885 and 1886, nil.

The range in prices of the stock has been as follows: In 1871, 114@126; in 1872, 113@120; in 1873, 65@111; in 1874, 68½@95½; in 1875, 53@82¼; in 1876, 34⅝@65½; in 1877, 35⅝@74¼, in 1878, 58½@75; in 1879, 73¾@98; in 1880, 75@130⅛; in 1881, 84⅜@120; in 1882, 77@105; in 1883, 77@100⅛; in 1884, 51⅜@94½; in 1885, 46½@79⅜; in 1886, 61½@98¾; in 1887 to May 20, 86@95½.

The Jackson Lansing & Saginaw debt is assumed by Michigan Central, which also pays $70,000 per year on the stock of $2,000,000; the proceeds of J. L. & S. lands go to pay bonds, and in 1886 sales amounted to 8,088 acres for $201,479 (including timber), leaving 304,146 acres unsold, and land notes on hand, $324,931.

OPERATIONS, FINANCES, &c.—The Mich. Central after 1873 becoming liable for heavy obligations on leased lines, the company suspended dividends. The road on through business is much affected by the competition between Chicago and points eastward, and by the rates on through freights. It is operated under a close contract with Canada Southern and the earnings of both roads are included in the statistics below.

The annual report in V. 44, p. 583, gave the following:

	1883.	1884.	1885.	1886.
Miles operated	1,468	1,505	1,515	1,516
Operations—				
Passenger mileage	180,749,225	161,908,660	155,573,989	171,317,751
Rate ₱ pass. ₱ mile	2·21 cts.	2·101 cts.	2·033 cts.	2·143 cts.
Fr'ght (tons) mil'ge.	*1,141,282	*1,179,193	*1,232,477	*1,157,413
Av. rate ₱ ton ₱ m.	0·830c.	0·616c.	0·560c.	0·686c.
Earnings—	$	$	$	$
Passenger	4,007,548	3,464,560	3,162,342	3,670,826
Freight	9,472,366	7,620,887	6,906,207	7,938,572
Mail, express, &c.	529,853	573,630	638,845	686,430
Total gross earn'gs	14,009,767	11,659,077	10,707,394	12,295,828
Operating expenses—				
Maint'ce of way, &c.	2,297,419	2,010,962	1,541,009	1,734,014
Maint. of equipm't	1,378,178	1,099,887	1,106,839	1,397,233
Transport'n exp'ns.	5,810,248	5,584,409	5,100,134	5,015,144
Taxes	255,793	263,874	266,321	258,288
Tot. oper. expens.	9,741,638	8,959,132	8,014,603	8,404,679
Net earnings	4,268,129	2,699,945	2,692,791	3,891,149
P.c. op. exp. to earn'gs	69·53	76·84	74·85	68·35

* Three ciphers omitted.

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	4,268,129	2,699,945	2,692,791	3,891,149
Int. and dividends	67,701	79,858	72,216	45,190
Total income	4,335,830	2,779,803	2,765,007	3,936,339
Disbursements—	$	$	$	$
Rentals paid	184,310	184,310	184,310	184,310
Interest on debt	2,249,106	2,454,292	2,482,443	2,392,674
Can. So. (⅓ of net)	611,571	20,448	8,679	407,335
Total	3,044,987	2,659,050	2,675,432	2,984,319
Surplus for div'ds	1,290,843	120,753	89,575	952,020
Dividends	1,124,292	.....	.....	374,764
Rate of dividends	(6)	.....	.....	(2)
Balance	sur. 166,551	sur. 120,753	sur. 89,575	sur. 577,256

* The balance to credit of income account Dec 31, 1886, was $1,494,124. —(V. 42, p. 4, 22, **573**, 753; V. 43, p. 6, 23; V. 44, p. 6, 22, **583**.)

Michigan & Ohio.—Road completed Nov., 1883, from Allegan Mich., to Dundee, Mich., 156 miles, using the tracks of the Toledo Ann Arbor & Grand Trunk, 22 miles, to Toledo, O., and Wheeling & Lake Erie tracks to Manhattan Junction, 2 miles. In Nov., 1884, the interest on the bonds was passed and a receiver appointed. Foreclosure sale was made Nov. 4, 1886, and the road purchased by Messrs. Olcott, Thomas and others of N. Y.; the new company organized is to extend the road about 121 miles; stock is to be $40,000 per mile of road actually owned, and 5 per cent. bonds are to be issued at $8,000 per mile. To be consolidated with the Cinn. Jack. & Mackinaw. Gross earnings in 1885, $192,034; net, $22,389; payments, $17,953. (V. 43, p. 190, 217,

Middletown Unionville & Water Gap.—Owns from Middletown, N. Y., to Unionville, N. J. State Line, 13 miles. Is controlled by N. Y. Sus. & West. by ownership of stock. In 1886 extended first mortgage bonds for 25 years at 5 per cent. Gross earnings in 1885-86, $39,790; net, $16,171; def. under interest, &c., $8,931. Gross in 1884-5, $38,489; net, $12,791; deficit under interest, &c., $14,303. Stock, $149,850. (V. 43, p 162.)

Milwaukee Lake Shore & Western.—From Milwaukee, Wis., to Ashland, Wis., 391 miles, of which 4 miles are leased; branches—Hortonville to Oshkosh, 23 miles; Manitowoc to Two Rivers, 6 miles; Eland Junc. to Wausau, 23 miles; Antigo to Malcolm, 11 miles; Monico to Rhinelander, 16 miles: Clintonville to Oconto, 56 miles; branch to mines, &c., 36 miles; branches to Michigan mines, 4 miles; Watersmeet branch, 5 miles; Ontonagon River branch, 6 miles; total, 577 miles. This company was organized in 1876 as successor to the former company foreclosed in 1875. Preferred stock has a preference to the extent of 7 per cent from net earnings. The debentures are convertible into stock at par at any time within ten days after the date fixed for payment of dividends on common stock. The equipment bonds are redeemable $30,000 per year at par; the funding notes $100,000 per year; and the equipments of 1885 at $100,000 per year after 1890; the Ontonagon 1st mortgage $25,000 per year at par.

The annual report for 1886 was in V. 44, p. 399. Gross receipts in 1885, $1,374,807; net, $430,417; interest and rentals, $366,845. In 1886, gross receipts were $2,353,982; net, $1,031,380; interest and rentals, $507,210. (V. 42, p. **241** V. 43, p. 162, 274, 334; V. 44, p. 60, 90, 183, 275, 308, 343, **399**, 553.)

Milwaukee & Lake Winnebago.—Owns from Neenah to Schleisingerville, Wis. Built in 1882 and leased for 99 years to Wisconsin Central at 37½ per cent of gross earnings as rental; but after $175,000 per year is received the balance of net earnings is to be equally divided. The $1,000,000 debentures were authorized to be issued as required for improvements, and they are convertible on any coupon day into preferred stock; the lessee pays interest on them till 1894. Pref. stock, 6 per cent cumulative, $780,000; common stock, $520,000; par of shares, $100.

Milwaukee & Northern—(*See Map.*)—Owns from Schwartzburg, Wis., to Iron Mountains, 199 miles; branches—Menasha and Appleton to Hillbert, Wis., 21 m; Ellis Junc. to Menominee, 22 m; total operated, 242 miles. Uses Chic. M. & St. P. track, 9 miles, into Milwaukee. The stock is $2,155,000. Bonds are authorized at $17,000 per mile. Road is under construction north to Champion. Gross earnings in 1886, $646,226; net, $232,085; fixed charges, $200,961; surplus, $31,124. —(V. 43, p. 368; V. 44, p. 244, 276.)

Mine Hill & Schuylkill Haven.—Owns from Schuylkill Haven, Pa., to Locust Gap, Pa., with branches, 137½ miles. Road was leased May 12, 1864, to the Philadelphia & Reading Railroad Co. for 999 years at a rental of $326,552 per year. There is no debt, and 8 per cent dividends are paid. Operations are included in lessee's returns.

Mineral Range.—Houghton, Mich., to Calumet, Mich, 15½ miles; branch, Franklin Station to Franklin, 2 miles; total 17½ miles. Opened Sept., 1873. Stock is $128,000, on which dividends of 10 per cent per annum have been regularly paid since the opening of the road. In 1884 gross earnings were $124,892; net, $47,483; surplus over interest, dividends, &c., $19,115. In 1885, gross earnings, $81,429; net, $33,538; surplus over all payments, $4,206. Total surplus Sept. 1, 1885, $94,949. (V. 41, p. 721; V. 43, p. 132.

Minneapolis & Pacific.—From Minneapolis northwest to Lidgerwood, Dakota, 218 miles. Owned in part by capitalists in Minneapolis, and Income certificates for $4,360,000 are held by the projectors and friends of the company. Bonds sold in New York in 1887 by Jno. H. Davis & Co.; they are limited to $12,500 per mile for road and $2,500 per mile for equipment. Hon. W. D. Washburn, President, Minneapolis, Minn. (V. 44, p. 204, 211, 213.)

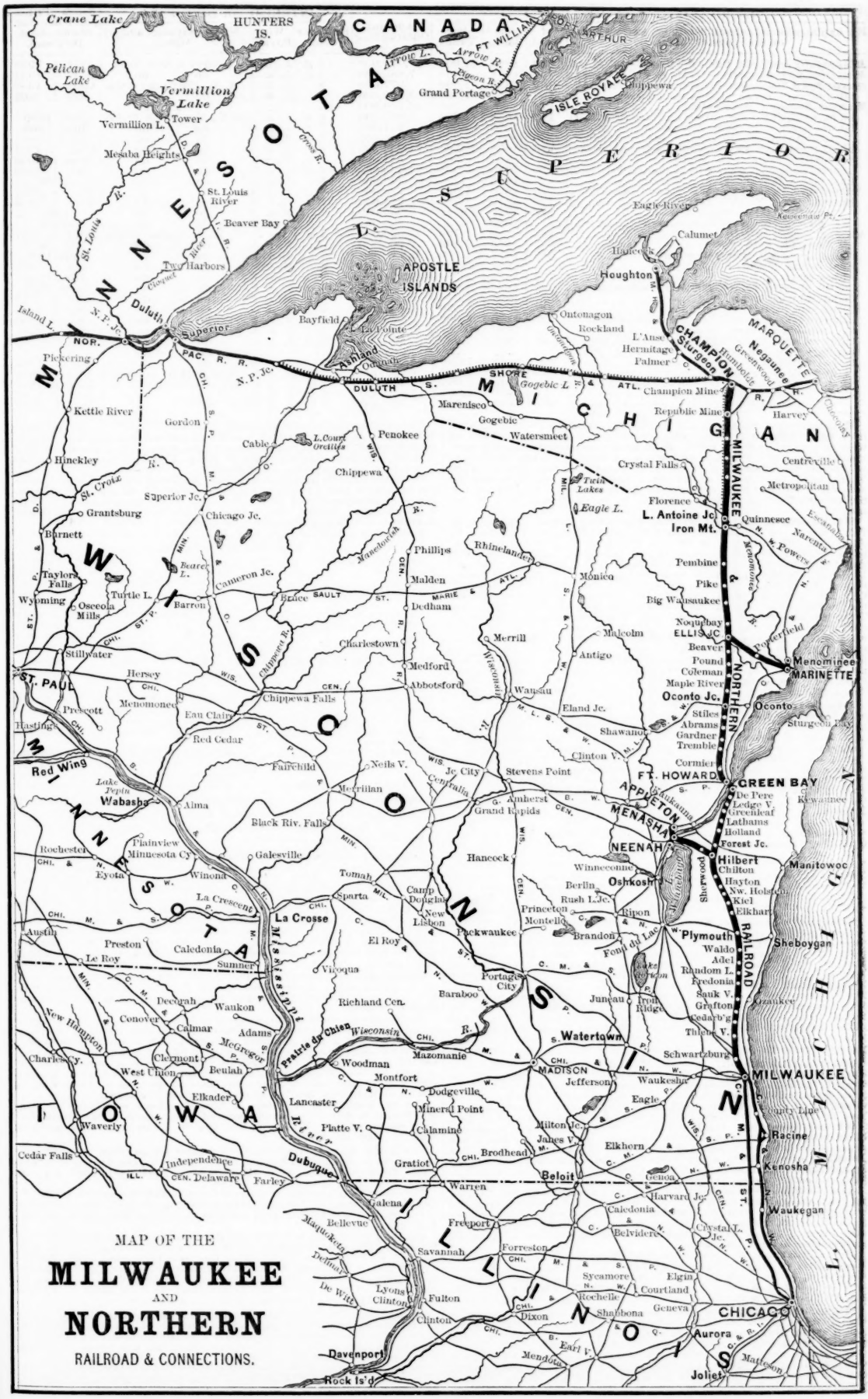
Minneapolis & St. Louis.—Owns main line, Minneapolis Angus, 259 miles; Pacific Division, Hopkins to Morton, 92 miles; Kalo Branch, 2 miles; Lake Park Branch, 1½ miles; total operated, 354½ miles. Leases trackage from Minneapolis to St. Paul over St. Paul & No. Pacific RR.; also owns from Minneapolis to White Bear, 12 miles, which is leased to the St. Paul & Duluth RR.

The bonds of the $1,100,000 mort. (1877), numbered from 1,101 to 1,400, for $500 each ($150,000 in all), are guaranteed by the Bur. Cedar Rap. & No. RR. The bonds on the 15 miles were issued by the Minneapolis & Duluth Railroad before it was absorbed by this company. Preferred stock of $8,000,000 is authorized and $4,000,000 issued; common stock, $9,000,000 authorized and $6,000,000 issued; par of both $100 per share. The projected Southwestern extension runs from Fort Dodge, Ia., towards Kansas City, Mo., 325 miles, with a branch to Council Bluffs, 140 miles. R. R. Cable, President, Chicago.

The Wis. Minn. & Pacific, Red Wing, Minn., to Eagle Lake, 84 miles, and Morton to Watertown Junc., 121 miles, is leased and operated by this company, but the M. & St. L. has no obligation for the bonds. Com. stock, $2,055,000; pref., $2,080,000. Chas. F. Hatch, President, Minneapolis.

From Jan 1 to March 31 in 1887 gross earnings were $383,282, against $337,099 in 1886; net, $103,150, against deficit of $82,893.

In 1885 gross earnings were $1,714,753; net, $592,621; charges, $648,781, and net deficit after paying all charges was $11,708. In 1886, gross earnings, $1,549,620; net, $503,538. (V. 42, p. 156; V. 43, p. **217**; V. 44, p. 495.)



MAP OF THE

MILWAUKEE AND NORTHERN

RAILROAD & CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal. When due. *Stocks*—Last Dividend.
Minneapolis Sault Ste. Marie & Atlantic—1st M., g.	250	1886	$1,000	$5,000,000	5 g.	J. & J.	London & New York.	July 1, 1926
Minnesota & Northwestern—1st M., g., $16,000 per m	460	1884	1,000	7,682,000	5 g.	J. & J.	do do	July 1, 1934
Mississippi & Tennessee—1st mortgage, series "A".	100	1877	1,000	977,000	8	A. & O.	N. Y., Harriman & Co.	April 1, 1902
1st mortgage, series "B," (a second lien)	100	1877	1,000	1,003,000	8	J. & J.	do do	July 1, 1902
Missouri Kansas & Texas—Stock	1,441	....	100	46,405,000	....	....	.....	.....
1st m., gold, sink. fund, on road and land (U.P.S.Br)	182	1868	1,000	2,067,000	6 g.	J. & J.	N.Y., Mercantile Tr. Co.	Jan., 1899
1st mortgage, gold (Tebo. & Neosho)	100	1870	1,000	347,000	7 g.	J. & D.	do do	June, 1903
Consolidated mortgage, gold, on road and land	786	1871-3	1,000	14,843,000	7 g.	F. & A.	do do	1904-1906
2d m., income, exchangeable for genl. m. 5 per ct.	786	1876	500 &c.	756,500	6	A. & O.	do do	April 1, 1911
Booneville Bridge bonds, gold, guar.	....	1873	1,000	844,000	7 g.	M. & N.	do do	May 1, 1906
General consol. M., gold ($7,829,000 are 8s)	1,526	1880	1,000	24,383,000	5 & 6 g.	J. & D.	do do	Dec. 1, 1920
East Line & Red River	....	1880	....	347,000	6	J. & D.	do do	1900
Hannibal & Central Missouri, 1st and 2d mort	70	1870	1,000	729,000	7 g.	M. & N.	do do	May 1, 1890
Internat. & Gt. North'n, 1st mort., gold	776	1879	1,000	7,954,000	6 g.	M. & N.	do do	Nov. 1, 1919
do 2d mortgage	776	1881	500 &c.	7,054,000	6	M. & S.	do do	1909
do Colorado Bridge bonds	....	1880	....	225,000	7	M. & N.	do do	1920
Missouri Pacific—Stock	1,483	....	100	45,000,000	1¾	Q.—J.	N. Y., Mercantile Tr. Co.	April 1, 1887
1st mortgage, gold (Pacific RR. of Mo.)	283	1868	1,000	7,000,000	6 g.	F. & A.	do do	Aug., 1888
2d mortgage (s. f. $50,000 per annum)	283	1871	1,000	2,573,000	7	J. & J.	do do	July, 1891
Real estate (depot) bonds	....	1872	500 &c.	800,000	8	M. & N.	do do	May 1, 1892
3d mortgage	299	1876	1,000	3,828,000	7	M. & N.	do do	Nov., 1906
Consol. M., gold, for $30,000,000 (coup. or reg.)	990	1880	1,000	14,714,000	6 g.	M. & N.	do do	Nov., 1920
Collateral trust bonds, gold	....	1887	1,000	5,000,000	5 g.	M. & S.	do do	Jan. 1, 1917
Carondelet Branch, 1st mortgage	15½	1873	1,000	245,000	6 g.	A. & O.	do do	Oct. 1, 1893
Leavenworth Atch. & N. W., 1st mort., guar.	21	1870	1,000	190,000	7	A. & O.	do do	Oct. 1, 1889
St. Louis & Lexington, 1st mort.	....	1880	500 &c	650,000	5	F. & A.	do do	Aug., 1920
Leroy & Caney Valley RR. 1st mort., gold, guar.	80	1886	1,000	800,000	5 g.	J. & J.	do do	1926
Verdigris Vall. Independence & W., 1st M., guar.	....	....	....	(†)	....	....	do do	.....
St. L. Iron Mt. & So., 1st mort., coupon	210	1867	1,000	4,000,000	7	F. & A.	do do	Aug. 1, 1892
do 2d M., gold, coup., may be reg.	310	1872	1,000	6,000,000	7 g.	M. & N.	New York or London.	May 1, 1897
do Ark. Branch, 1st mort., gold, land gr	99	1870	1,000	2,500,000	7 g.	J. & D.	N.Y., Mercantile Tr. Co.	June 1, 1895
do Cairo Ark. & T., 1st, gold, cp. or reg.	71	1872	1,000	1,450,000	7 g.	J. & D.	do do	June 1, 1897
do Cairo & Fulton, 1st, g., on road & land	304	1870	1,000	7,428,000	7 g.	J. & J.	do do	Jan. 1, 1891

Minneapolis Sault Ste. Marie & Atlantic.—Road finished from Turtle Lake, Wis., to Rhinelander, Wis., 141 miles, and 250 miles to be completed by Sept., 1887. Total length, as projected from Minneapolis to Sault Ste. Marie, is 465 miles. A loan of $5,000,000 in 5 per cent bonds was offered in April, 1887, by Messrs. Morton, Bliss & Co., N. Y., the bond to be delivered by Sept. 1, 1887, and out of the proceeds a sum was retained to pay coupons up to July, 1889. Common stock, $8,000,000; 7 per ct. pref., $4,000,000. W. D. Washburn, Pres., Minneapolis.

Minnesota & Northwestern.—(*See Map*)—Line of road from St Paul, Minn., to Dubuque Iowa, 253 miles: Chicago, Ill., to I. C. June., Ill., 97 miles; Lyle Branch, Hayfield to Manley June., 47 miles; Waverly Branch, Sumner, Ia., to Hampton, Ia., 63 miles; total 460 miles (the mileage operated in April, 1887, is 280 m.; Chicago Division to be open in June); under construction I. C. June. to Portage Curve, Ill., 52 m les. At Oelwein connects with the Ch. St. Paul & K. City RR. The road from Lyle to Manley Junction, 20 miles, is leased to the Central Iowa. The common stock issued is $6,12 ,300; pref. stock, 7 per cent non-cumulative, $4,392,200. The first mortgage bonds are authorized at $16,000 per mile for single track road; $4,0 0 per m for terminals in large cities and for bridges over Miss. and Mo. rivers; and $8,000 per mile for double track. Gross earnings from Jan. 1 to March 31 were in 1887, $228,326, against $66,928 in 1886; net, $84,998, against $9,752. For the year 1886 gross earnings were $540,091; net, $203,374. See annual report for 1885 in V. 43, p. 72. A. B. Stickney, Pres., St. Paul, Minn.—(V. 43, p. **72**, 162, 480, 516, 607; V. 44, p. 204.)

Mississippi & Tennessee.—Owns from Grenada, Miss., to Memphis, Tenn., 100 miles. Capital stock, $825,455. Debt was consolidated as above in 1877. A majority of stock was sold in May, 1886, to E. H. Harriman and others identified with the Ill. Cent. RR., and on July 1, 1886, default was made in the payment of interest on the Series B bonds, though an offer to cash the coupons was made. The present managers state that the net earnings of previous years to those given below have been overstated through the omission of taxes and general expenses from operating expenses. See annual report for 1885-6 in CHRONICLE, V. 43, p. 773. The earnings and income account were as follows:

	1885.	1885.
Gross earnings	$489,549	$425,718
Operating expenses	363,704	328,360
Net earnings	$125,845	$97,358
Interest on bonds	158,400	158,400
Deficit for year	$32,555	$61.042

—(V. 42, p. **21**, 604; V. 43, p. 23, 634, **773, 775**; V. 44, p. 211, 212.)

Missouri Kansas & Texas.—(*See Map Mo. Pac.*)—LINE OF ROAD—Hannibal, Mo., to Denison, Tex., 642 miles; branches, Dallas & Greenville ex ension, 54 miles; Parsons, Kan., to Junction City, Kan., 157 miles; Denison, Tex., to Taylor, 258 miles; Whitesboro to Gainesville, Tex., 16 miles; Denison to Mineola, Tex., 103 miles; Denton, Tex., to Dallas, Tex., 37 miles; Echo, Tex., to Belton, 7 miles; Trinity to Ogden, Tex., 66 miles; coal branches, 8 miles; Jefferson, Tex., to McKinney, Tex., 155 miles. Total, 1,483 miles. International & Great Northern, from Longview, Texas, to Galveston, Texas, 282 miles, of which 50 miles leased from G. H. & H., and Palestine, Texas, to Laredo, Texas, 415 miles; branches—Houston to Columbia, 50 miles; Phelps to Huntsville, 8 miles; Mineola to Troupe, 44 miles; leased—Round Rock to Georgetown, 10 miles; Henderson to Overton, 16 miles; total operated 825 miles.

ORGANIZATION, HISTORY, &C.—The M. K. & T. Company was organized April, 1870, and embraces by consolidation the Union Pacific Southern Branch, the Tebo & Neosho and other minor companies. In 1874 the Hannibal & Central Mo. was purchased. The company made default on its consolidated bonds in Dec., 1873, and was operated by a Receiver from Dec. 30, 1874, to July 1, 1876, when the Union Trust Company of New York took possession. On Dec. 1, 1880, the company took possession of its property, paying the overdue coupons. The company had a land grant which has been practically closed out; also a grant in the Indian Territory of 3,622,400 acres subject to the extinguishment of the Indian title. The Booneville Bridge Company is a separate organization, and earns interest and proportion for sinking fund.

At a meeting of stockholders May 18, 1881, a lease to the Mo. Pac. for 99 years was ratified on terms following: That the lessee operate the road and pay the obligatory mortgage interest, paying over the balance to the Mo Kan. & Texas Co. If there is a deficit in income the lessee may advance money to pay interest, or else the Mo. Kan. & Texas can resume possession of its road.

The International & Great Northern Railroad was acquired by Mo. Kan. & Tex. in May, 1881, by an exchange of two shares of Missouri Kansas & Texas stock for one of International & Great Northern, and the Int. & Gt. N. stock is held in the treasury of the M. K. & T. The Int. & G. N. roads were sold in foreclosure, July 31 and Oct. 14, 1879.

STOCK AND BONDS.—The stock has ranged as follows since 1877, viz.: In 1878, 2@7⅛; in 1879, 5⅜@35¾; in 1880, 28⅛@49¼; in 1881, 34⅞@54; in 1882, 26⅜@42½; in 1883, 19½@34⅞; in 1884, 9½@23¼; in 1885, 14@37⅛; in 1886, 21@34¼; in 1887, to May 20, 26½@34¼.

The consol. mort. 7s, due 1904-6, had a sinking fund of 1 per cent a year, beginning in 1874, but the sinking fund not having been carried out, it was reported that bonds for all back years, including interest, would be called in for redemption.

The general consolidated mortgage is at $20,000 per mile on all road built and to be built; of which a sufficient amount was reserved to take up first consol. and prior bonds, and for the East Line & Red River bds. in 1887 a compromise was made (V. 44, p. 276) by which most of the Income bond coupon scrip was retired.

There are $32,000 of Hannibal & Cent. Mo. 7s 2d mort. (M. & N. bonds) yet out, due in 1892; and also a small amount of old 8 per cent income bonds of International & Great Northern, exchangeable into Int. & G. N. 2d mortgage bonds. The I. & G. N. also guarantees $2,000,000 of Galveston Houston & Henderson 1st mortgage 5 per cent bonds.

The annual report for 1886, in V. 44, p. 400, had the following:

EARNINGS AND EXPENSES.

Earnings from—	1884.	1885.	1886.
Passengers	$1,691,596	$1,592,713	$1,575,920
Freight	5,166,673	4,833,860	5,470,742
Mail, express and miscellaneous	458,981	427,082	404,982
Total earnings	$7,317,250	$6,853,655	$7,451,644
Operating expenses	4,347,246	4,055,101	4,228,754
Net earnings	$2,970,004	$2,798,554	$3,222,890
Ratio of expenses to earnings	59·41	59·1	56·74

INCOME ACCOUNT.

Receipts—	1884.	1885.	1886.
Net earnings	$2,970,004	$2,798,554	$3,222,890
Dividends, &c	457,419	189,799	126,453
Total net income	$3,427,423	$2,988,353	$3,349,343
Disbursements—			
Interest on bonds	$2,439,618	$2,439,427	$2,483,363
Taxes, rentals, &c	479,661	310,646	*1,502,022
Total disbursements	$2,919,279	$2,750,073	$3,985,385
Balance for year	sur.$508.144	sur.$238,280	def.$636,042

* This include l some adjustment of accounts with the I. & G. N.

—(V. 42, p. 394, 631, **661**; V. 43, p. 162, 431, 516, 619, 746, 766; V. 44, p. 90, 211, 276, **368**, **400**, 495.)

Missouri Pacific.—(*See Map.*).—LINE OF ROAD.—Owns main line from St. Louis, Mo., to Omaha, Neb., 496 miles; branches 805 miles; total 1,301 miles. In May, 1881, the St. Louis Iron Mountain & Southern was taken in. In 1886 the mileage was as follows: From St. Louis to Texarkana, Texas Line, 490 miles; branch lines, Mineral Point, Mo., to Potosi, Mo., 4 miles; Bismarck, Mo., to Belmont, Mo., 196 miles; Poplar Bluff, Mo., to Bird's Point, Mo. (Cairo), 74 miles; Gurdon, Ark., to Camden, Ark., 34 miles; Knobel to Forrest City, 97 miles; Forrest City to Helena, 43 miles; Newport to Batesville, 29 miles; Neelyville to Doniphan, 20 miles; Allenville to Jackson, 16 miles; total, 1,003 miles.

ORGANIZATION, LEASES, &C.—The Pacific RR. Co. (of Missouri) was incorporated under charter dated March 12, 1849, and road opened to Kansas City in October, 1865. The company received a loan from the State of Missouri.

The Pacific Railroad of Mo. was sold in foreclosure of the 3d mortgage Sept. 6, 1876, for the nominal price of $3,000,000, to C. K. Garrison and others, and a new company organized with a stock of $800,000. This foreclosure was afterwards contested by suit, but all litigation was settled in April, 1885. The present company was a consolidation in August, 1880, embracing the Missouri Pacific, St. Louis & Lex., Kansas City & East. and Lex. & South. in Missouri; and the St. Louis Kan. & Ariz. and Kan. City Leav. & Atch. in the State of Kansas.

The St. Louis Iron Mountain & Southern stock was taken up with Mo. Pacific in May, 1881, on the basis of three shares of Mo. Pacific for four shares of Iron Mountain, and the St. Louis & Iron M. stock is held by Missouri Pacific.

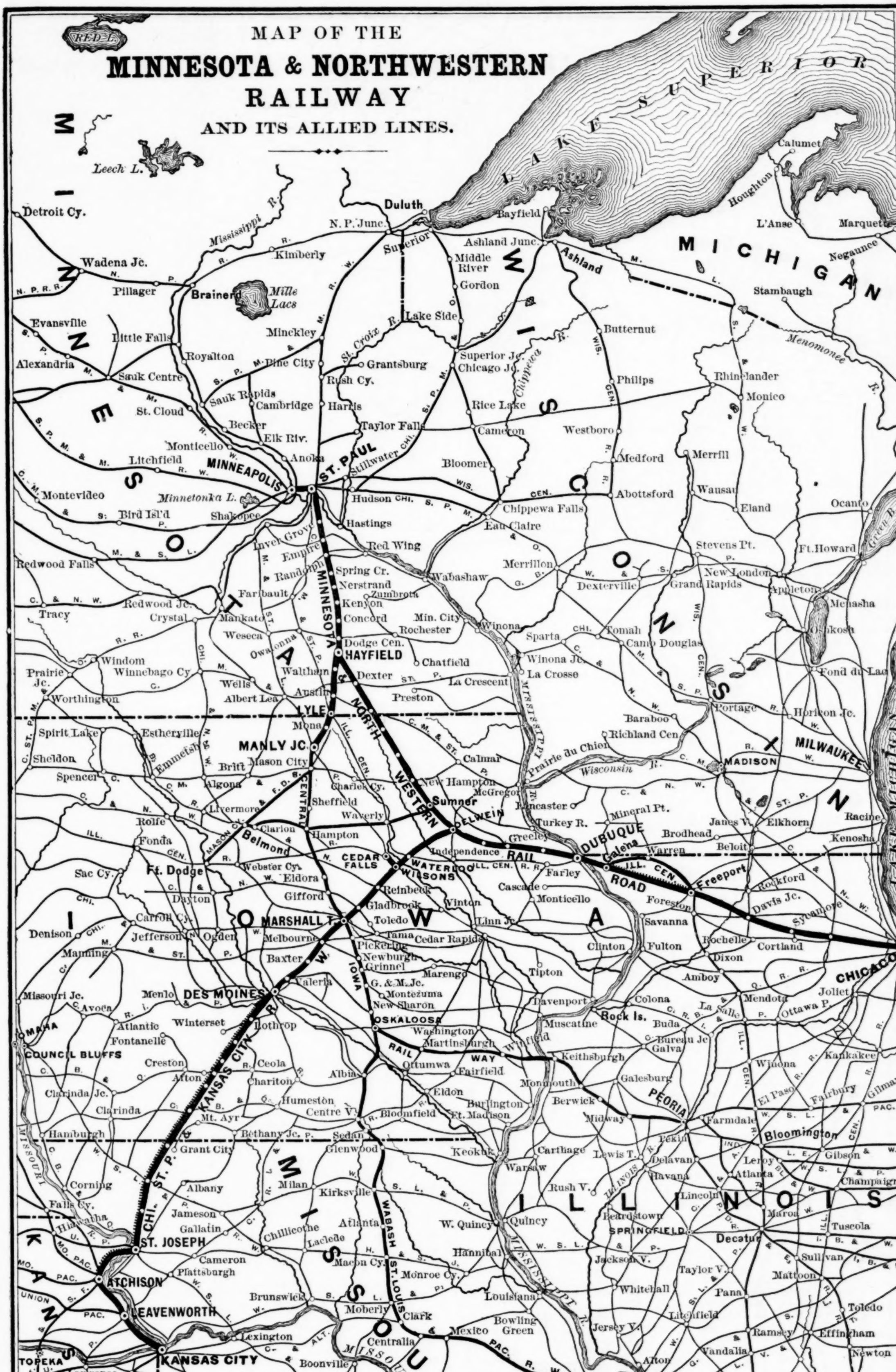
STOCK AND BONDS.—Under the new *regime* the payment of dividends was begun on the present stock in 1880, in which year 1½ per cent was paid. Dividends since were as follows: in 1881, 6; in 1882, 6¼; in 1883, 7; in 1884, 7; in 1885, 7; in 1886, 7.

The consolidated mortgage above is for $30,000,000—trustees John F. Dillon and Edward D. Adams. Of the consol. bonds the balance unissued ($15,290,000) is in the hands of trustees to redeem prior bonds as they fall due.

For the payment for new lines acquired and to be acquired there was issued in 1886 $10,000,000 of new stock at par to old stockholders, and another $5,000,000 in 1887. Also the collateral trust bonds (Union Trust Co. of N. Y., Trustee) secured by mortgage bonds of new railroads at $12,000 or $15,000 per mile. The Leroy & Caney Valley Railroad, in Kansas, 80 miles, is leased and bonds guaranteed by Missouri Pacific as also the Verdigris Valley Independence & Western.

OPERATIONS, FINANCES, &C.—The earnings and income account below are for the Missouri Pacific and its branches only (1,103 miles); for, notwithstanding the merger of St. Louis & Iron Mountain stock and lease of Missouri Kansas & Texas, the operations of all the roads have been kept separate and are so reported.

The annual report of Mo. Pacific for 1886 was published in the CHRONICLE, V. 44, p. 368. The earnings, income account and balance sheet, have been as follows:


MAP OF THE
MINNESOTA & NORTHWESTERN
RAILWAY
AND ITS ALLIED LINES.
MINNESOTA
WISCONSIN
MICHIGAN
IOWA
ILLINOIS
MISSOURI
KANSAS
LAKE SUPERIOR
LAKE MICHIGAN
Red L.
Leech L.
Mille Lacs
Minnetonka L.
Green B.
Mississippi R.
St. Croix R.
Chippewa R.
Menomonee R.
Wisconsin R.
Illinois R.
Missouri River
MINNESOTA & NORTHWESTERN
RAIL ROAD
WABASH ST. LOUIS & PAC. R.W.
CHI. ST. P. & KANSAS CITY R.W.
IOWA CENTRAL
ILL. CEN.
Duluth
N. P. Junc.
Superior
Bayfield
Ashland Junc.
Ashland
Calumet
Houghton
L'Anse
Marquette
Negaunee
Stambaugh
Detroit Cy.
Wadena Jc.
Pillager
Brainerd
Kimberly
Middle River
Gordon
Lake Side
Minckley
Evansville
Little Falls
Royalton
Alexandria
Sauk Centre
Pine City
Grantsburg
Rush Cy.
Superior Jc.
Chicago Jc.
Butternut
Philips
Rhinelander
Monico
Sauk Rapids
Cambridge
Harris
St. Cloud
Becker
Elk Riv.
Taylor Falls
Rice Lake
Cameron
Westboro
Monticello
Anoka
Litchfield
MINNEAPOLIS
ST. PAUL
Stillwater
Bloomer
Medford
Merrill
Wausau
Eland
Abottsford
Montevideo
Bird Isl'd
Shakopee
Hudson
Hastings
Chippewa Falls
Eau Claire
Ocanto
Inver Grove
Empire
Red Wing
Stevens Pt.
Ft. Howard
Redwood Falls
Randolph
Spring Cr.
Nerstrand
Zumbrota
Kenyon
Concord
Wabashaw
Merrillon
Dexterville
Grand Rapids
New London
Appleton
Menasha
Oshkosh
Faribault
Redwood Jc.
Tracy
Crystal
Mankato
Weseca
Owatonna
Min. City
Rochester
Winona
Sparta
Tomah
Camp Douglas
Dodge Cen.
HAYFIELD
Chatfield
Winona Jc.
La Crosse
Fond du Lac
Windom
Winnebago Cy.
Prairie Jc.
Wells
Waltham
Dexter
La Crescent
Albert Lea
Austin
Preston
Worthington
LYLE
Mona
Portage
Horicon Jc.
Baraboo
Richland Cen.
Spirit Lake
Estherville
MANLY JC.
Sheldon
Emmetsburg
Britt
Mason City
Calmar
Prairie du Chien
MADISON
MILWAUKEE
Spencer
Algona
Charles Cy.
New Hampton
McGregor
Sheffield
Sumner
Lancaster
Livermore
Waverly
Rolfe
Clarion
Belmond
Hampton
ELWEIN
Turkey R.
Mineral Pt.
Janes V.
Elkhorn
Racine
Fonda
Brodhead
Kenosha
Greeley
Independence
DUBUQUE
Galena
Warren
Beloit
Sac Cy.
Ft. Dodge
Webster Cy.
CEDAR FALLS
WATERLOO
WILSONS
Farley
Freeport
Rockford
Eldora
Cascade
Dayton
Gifford
Reinbeck
Vinton
Monticello
Forreston
Davis Jc.
Sycamore
Carroll Cy.
Gladbrook
MARSHALL T.
Toledo
Linn Jc.
Savanna
Denison
Jefferson
Ogden
Melbourne
Tama
Cedar Rapids
Rochelle
Cortland
Manning
Pickering
Baxter
Newburgh
Grinnel
Clinton
Fulton
Dixon
CHICAGO
Marengo
Tipton
Amboy
Valeria
G. & M. Jc.
Missouri Jc.
Menlo
DES MOINES
Montezuma
New Sharon
Davenport
Colona
Mendota
Joliet
Avoca
OMAHA
Atlantic
Winterset
OSKALOOSA
Rock Is.
La Salle
Ottawa P.
Lothrop
Washington
Muscatine
Buda
COUNCIL BLUFFS
Fontanelle
Martinsburgh
Winfield
Bureau Jc.
Galva
Creston
Ceola
Keithsburgh
Kankakee
Afton
Chariton
Albia
Ottumwa
Fairfield
Winona
Monmouth
Galesburg
Clarinda Jc.
Humeston
Eldon
Burlington
Berwick
PEORIA
El Paso
Fairbury
Gilman
Clarinda
Centre V.
Bloomfield
Ft. Madison
Midway
Farmdale
Mt. Ayr
Hamburgh
Bethany Jc.
Sedan
Pekin
Bloomington
Grant City
Glenwood
Keokuk
Carthage
Lewis T.
Delavan
Leroy
Gibson
Warsaw
Atlanta
Havana
Champaign
Corning
Albany
Milan
Kirksville
Rush V.
Lincoln
Falls Cy.
Hiawatha
Jameson
Gallatin
Atlanta
W. Quincy
Quincy
Beardstown
SPRINGFIELD
Maroa
Tuscola
Chillicothe
Laclede
Decatur
ST. JOSEPH
Cameron
Macon Cy.
Hannibal
Jackson V.
Sullivan
ATCHISON
Plattsburgh
Monroe Cy.
Taylor V.
Mattoon
Brunswick
Louisiana
Whitehall
Pana
LEAVENWORTH
Moberly
Clark
Litchfield
Toledo
Bowling Green
Mexico
Jersey V.
Ramsey
Effingham
Lexington
Centralia
Vandalia
Newton
TOPEKA
KANSAS CITY
Lawrence
Olathe
Boonville
Warrensburgh
Alton
Gilmore
St. Charles
Ottawa
Sedalia
Tipton
Olney
Harrisonville
JEFFERSON CITY
Paoli
Osawatomie
ST. LOUIS
Centralia

MAP OF THE
MISSOURI PACIFIC
RAILWAY,
AND ALLIED LINES.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Missouri Pacific—(Continued)—								
St. L. I. Mt. & So., Gen. consol. M. (for $32,036,000)	907	1881	$1,000	$10,352,000	5 g.	A. & O.	N. Y., Mercantile Tr. Co.	April 1, 1931
do do supplemental, gold		1881-2	1,000	3,389,000	5 g.	A. & O.	do do	April 1, 1931
Mobile & Dauphin Island—1st mort., gold	36	1887	1,000	1,500,000	6 g.	M. & N.	New York Agency	May 1, 1927
Mobile & Girard—2d mort., end. by Cent. Ga. RR.	85	1869	1,000	261,000	8	J. & J.	N. Y., Nat. City Bank.	Jan., 1889
3d mortg. bonds	....	1877	1,000	800,000	4	J. & D.	do do	June, 1897
Mobile & Montg.—Stock	180	....	100	2,950,800	3	....	N. Y., L. & N. Office.	May, 1887.
1st mort. bonds by L. & N. RR. Co.	179	1881	1,000	2,689,000	6	M. & N.	do do	May 1, 1931
Bonds	....	....	....	261,000	6 & 8	Various	N. Y. & Louisville.	.....
Mobile & Ohio—Stock ($10,000,000)	528	....	100	5,320,600	....	....	.....	.....
1st mortgage, gold	472	1879	1,000	7,000,000	6 g.	J. & D.	N.Y. Farmers' L'n & Tr.	Dec. 1, 1927
1st mortgage, extension, gold	55	1883	1,000	1,000,000	6 g.	Q.—Jan	do do	July 1, 1927
1st pref. inc. and s. f debentures, not cumulative	....	1879	....	4,893,000	7	Yearly.	N.Y., 11 Pine Street.	Redeemable only by sinking fund.
2d do do do	....	1879	....	1,850,000	7	....	Last pd. 2 p. c. in 1881.	
3d do do do	....	1879	....	600,000	7	....	.....	
4th do do do	....	1879	....	900,000	7	....	.....	
Montgomery & Eufaula—1st mortgage	81	1879	....	1,500,000	6	J. & J.	N.Y., Nat. City Bank.	July 1, 1909
Montgomery & Florida—1st mortgage, gold	30	1886	1,000	450,000	6 g.	M. & N.	New York.	1926
Montpelier & Wells River—Stock	38	....	50	800,000	2	....	Boston.	(†)
Morgan's La. & Texas—Stock	....	....	....	5,000,000	....	....	.....	Dec., 1884
1st mort., gold (N. O. to Morgan City)	102	1878	1,000	5,000,000	7	A. & O.	N. Y., So. Pac. RR.	April 1, 1918
1st mortgage, Alex. Extension, gold	157	1880	1,000	1,477,000	6 g.	J. & J.	do do	July 1, 1920
N. O. Opelousas & Gt. Western, debt assumed	80	....	....	251,716	8	A. & O.	do do	April 1, 1889
Morris & Essex—Stock	132	....	50	15,000,000	3½	J. & J.	N. Y., Del., Lack & W.	Jan. 1, 1887
1st mortgage, sinking fund	84	1864	500 &c.	5,000,000	7	M. & N.	do do	May 1, 1914
2d mortgage	84	1866	500 &c.	2,999,000	7	F. & A.	do do	Aug. 1, 1891
Convertible bonds	....	Various	1,000	284,000	7	J. & J.	do do	Jan. 1, 1900
Gen. m. & 1st on Boonton Br. &c. (guar. D. L. & W.)	34	1871	1,000	4,991,000	7	A. & O.	do do	Oct., 1901
Consol. mort. (for $25,000,000) guar. D. L. & W.	137	1875	1,000	6,557,000	7	J. & D.	do do	June 1, 1915
Special real estate mortgage	....	....	....	1,025,000	7	....	.....	.....
Real estate terminal mort. (guar. D. L. & W.)	....	1882	1,000	2,220,000	4½&5	J. & J.	N. Y., Del. Lack. & W.	July 1, 1912
Nashua & Lowell—Stock	54	....	100	800,000	3½	M. & N.	2d Nat. Bk., Nashua.	May 2, 1887
Bonds ($100,000 are gold 5s, J. & J., 1900)	....	'73-'80	....	300,000	6 & 5 g.	F. & A.	do do	1893 & 1900

EARNINGS AND EXPENSES.

Earnings—	1884.	1885.	1886.
Passengers	$2,043,457	$2,004,578	$2,020,597
Freight	6,047,339	5,153,025	5,518,286
Mail express and miscellaneous	686,832	785,959	1,106,127
Total earnings	$8,777,624	$7,943,562	$8,645,020
Operating expenses	4,492,877	4,338,319	5,238,723
Net earnings	$4,284,751	$3,605,243	$3,406,297
Ratio of expenses to earnings	51·18	54·61	60·59

INCOME ACCOUNT.

Receipts—	1884.	1885.	1886.
Net earnings	$4,284,750	$3,605,243	$3,406,297
Dividends, &c	206,822	792,835	1,360,832
Total net income	$4,491,572	$4,398,078	$4,767,129
Disbursements.			
Interest on bonds	$1,798,200	$1,822,727	$1,875,470
Dividends paid	2,098,105	2,098,000	3,185,762
Rate of dividend	7	7	
Taxes, rentals, &c	775,036	568,848	
Total disbursements	$4,671,341	$4,489,575	$5,061,232
Balance for year	def. $179,769	def. $91,497	def. $294,103

ST. LOUIS IRON MOUNTAIN & SOUTHERN.—This company defaulted on its interest in 1875 and finally made a compromise with its bondholders. There are yet outstanding $346,384 of old income bonds of the several issues, and $73,000 of the Cairo & Fulton second mortgage bonds. The Mercantile Trust Co., of New York, is trustee of the general consol. mortgage. The stock is nearly all held in the treasury of the Missouri Pacific Railway Co., having been retired in May, 1881, by the issue of three shares of Mo. Pac. stock for four of St. Louis & Iron Mountain. The sales of land in Arkansas on which the Cairo & Fulton bonds have a lien are given in the report for 1886 as 44,184 acres at $2·88 per acre. Lands yet unsold, 886,157 acres.

The report for 1886 was published in the CHRONICLE, V. 44, p. 398, 490, and the income account was as follows:

INCOME ACCOUNT.

Receipts—	1884.	1885.	1886.
Net earnings	$3,464,599	$3,619,476	$3,443,281
Other receipts	44,727	44,741	159,800
Total net income	$3,509,326	$3,664,157	$3,603,081
Disbursements—			
Interest on bonds	$2,206,854	$2,215,304	$2,214,131
Taxes, bridge, and car expense	554,093	397,522	370,144
Total disbursements	$2,760,947	$2,612,826	$2,584,275
Surplus for year	$748,379	$1,051,331	$1,038,806

—(V. 42, p. 22, 93, 125, 339, 387, 463, 661, 728, 733, 788; V. 43, p. 245, 309, 459, 746, 766; V. 44, p. 212, 244, 343, 368, 370, 399, 621.)

Mobile & Dauphin Island R'y & Harbor Co.—From Mobile to Dauphin Island, Ala., 36 miles. This road is intended to form an outlet at deep water on the Gulf of Mexico for the railroads centering at Mobile. Stock is $1,500,000. Robert Sewell, N. Y., President.

Mobile & Girard.—Owns from Columbus, Ga., to Troy, Ala., 84 miles. Common stock, $985,415; preferred stock, $278,967, and $3,980 Pike County stock. From June 1, 1886, this road was leased to the Central of Georgia for 99 years at a guaranteed dividend of 1½ per cent per annum. There are also $19,000 3d mort. 6 per cent bonds, due June 1, 1897. In 1885-86, gross earnings, $217,757; net, $59,185. (V. 43, p. 103, 348.)

Mobile & Montgomery—(*See map Louisville & Nashville*)—Owns from Montgomery, Ala., to Mobile, Ala., 180 miles. The old road was sold in foreclosure Nov. 16, 1874, and purchased by bondholders, who organized this company on a stock basis. The stock is owned by the Louisv. & Nashv. RR. Co., which now operates it. The old mort. debt outstanding is about $230,000. The Louisville & Nashville Co. has issued $2,689,000 bonds secured on this road, $2,677,000 of which are pledged for the collateral trust bonds of that company. Gross earnings in 1885-6, $1,032,936; net, $246,011; int. and taxes, $212,643; surplus, $33,367.

Mobile & Ohio.—(*See Map.*)—Owns from Mobile, Ala., to Columbus, Ky., 472 miles, and extension (by Ken. & Tenn. RR.) to Cairo, 21 m.; leases St. L. & C. RR., Cairo to St. Louis, 152 miles, and track to Millstadt, 9 miles; branches—Artesia, Miss., to Columbus, Miss., 14 miles; Artesia, Miss., to Starkville, Miss., 11 miles; Muldon, Miss., to Aberdeen, Miss., 9 miles; total owned, 527 miles; total operated, 688 miles. In July, 1885, the gauge was changed to standard, 4 feet 8½ inches. In Dec., 1885, the lease of the St. Louis & Cairo RR. (161 miles) was taken for 45 years at a rental guaranteed to amount to $165,000 per year.

A default was made May 1, 1874, and two trustees and receivers took possession May 8, 1875, and the company was reorganized without foreclosure. The holders of debentures have one vote for each $100, and each year they instruct the Farmers' L. & T. Co., trustees, how to vote at the stockholders' meetings upon the majority of the stock of the Mobile & Ohio Railroad Company, the power to vote upon which is irrevocably with the Farmers' Loan & Trust Company, until the extinguishment of said debentures. The capital stock authorized by the charter is $10,000,000, or 100,000 shares of $100 each, of which there have been issued 53,206 shares. The debentures are secured by a deed of trust of the land, about 1,143,222 acres, and receive 7 per cent, if earned. In Jan., 1886, there were in the sinking fund $437,000 of the first debentures.

In August, 1881, 7 per cent was declared on 1st preferred incomes 7 also 2 per cent on 2d incomes. In August, 1882, 2 per cent on the first preferred incomes; in 1883, 3 per cent; in 1884, 5 per cent in 1885, 3½ per cent.

The report for 1885-86 was published in the CHRONICLE, V. 43, p. 606, and stated that: "The tonnage moved exceeded the movement of the previous years, both in volume and in ton-miles, but with a large decrease in the revenue derived therefrom; the increase in the movement, notwithstanding the largely diminished local traffic, is due to a large increase in through and competitive business, which latter is mainly of a very low class of freight, and the same causes affect the revenue in the reverse to the tonnage. The cotton movement was about the same as the previous year, both in volume and in revenue."

Income account for four years ending June 30 was as follows:

INCOME ACCOUNT.

	1882-83.	1883-84.	1884-85.	1885-86.
Gross earnings	$2,271,058	$2,274,917	$2,101,025	$1,962,328
Net receipts	$630,034	$731,450	$524,739	$537,324
Disbursements—				
Interest on mort. bonds	$456,000	$471,200	$482,400	$431,600
Interest on incomes	159,000	265,000	.....	.....
Miscellaneous	1,626	.....	.....	49,038
Total disbursem'ts	$616,626	$736,200	$482,400	$530,638
Balance	Sur. $13,408	Def. $4,750	Sur. $42,439	Sur $6,686

—(V. 42, p. 22, 93, 156, 243, 365, 549, 631, 783; V. 44, p. 606.)

Montgomery & Eufaula.—Montgomery to Eufaula, Ala., 80 miles. The road was foreclosed May 1, 1879, bought by W. M. Wadley, and the present company organized. Operated under contract by Cent. RR. of Georgia. Stock is $620,000. Gross earnings year ending June 30, 1884, $299,477; net, $90,763. Div. of 10 p. c. paid in Apl., '83.

Montgomery & Florida.—Owns from Montgomery, Ala., to McBrides, 30 miles, and in progress toward Saint Josephs, Fla. This was formerly the Montgomery Southern road, and was foreclosed in May, 1886, and reorganized. C. W. Seefield, President, 115 Broadway.

Montpelier & Wells River.—Owns from Montpelier to Wells River, Vt., 38 miles. Reorganized January, 1877. D. R. Sortwell, President, East Cambridge, Mass. Gross earnings in 1884-5, $92,814; net, $17,774. Gross in 1885-6, $94,747; net, $8,262.

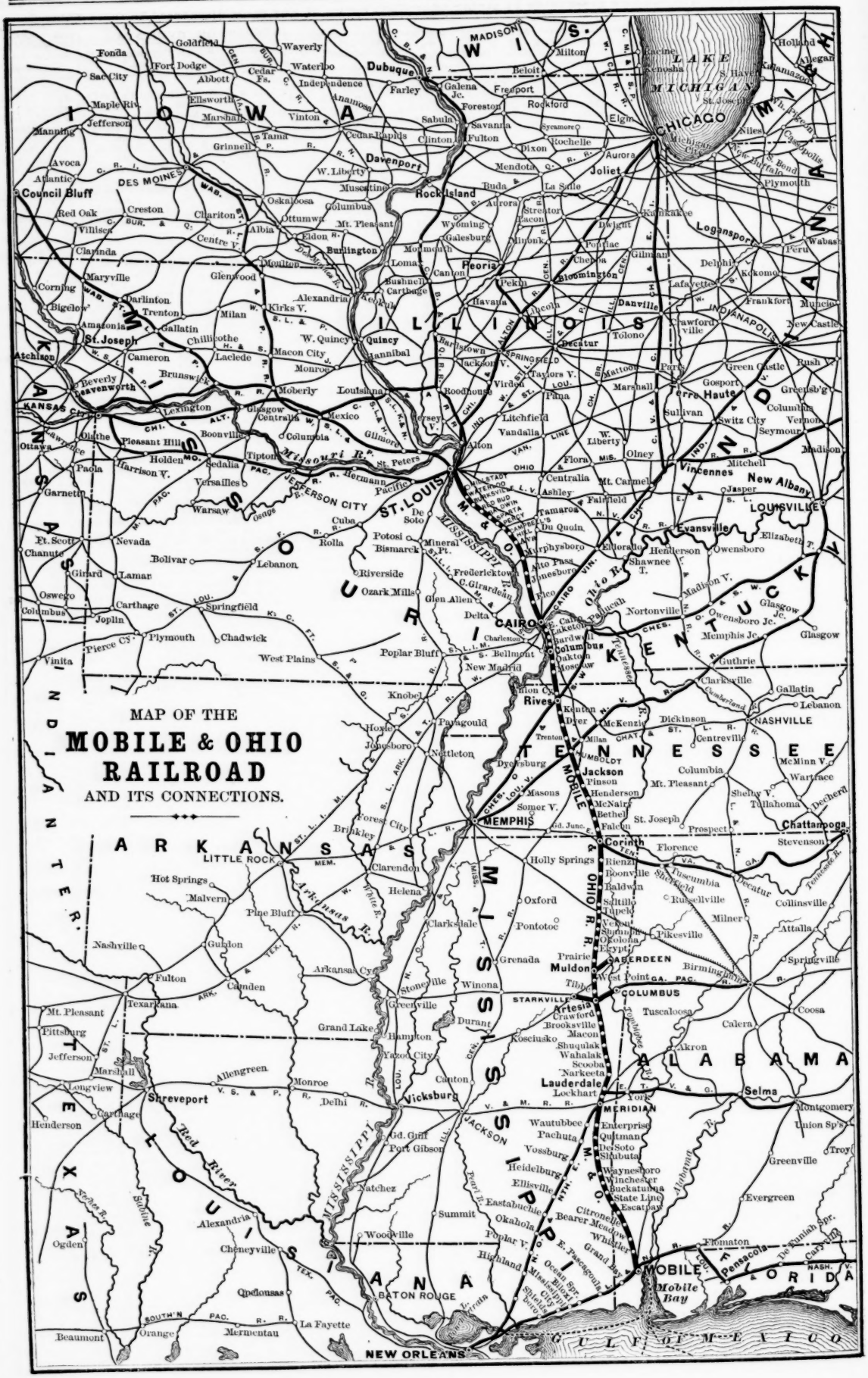
Morgan's Louisiana & Texas Railroad & Steamship Co.—The road owned is from New Orleans to Cheneyville, 204 miles; branches, 55 miles; Cheneyville to Alexandria (under track agreement), 24 miles; total, 283 miles. In February, 1883, the stock was sold to the Southern Pacific parties and the Southern Pacific Company held Dec. 31, 1885, $4,062,700 out of the whole stock of $5,000,000. This company's property consisted of seventeen iron steamships plying between New York and New Orleans and between Gulf ports, also wharves, warehouses, and terminal facilities, besides the capital stock of railroad and other companies, including a majority interest in the capital stock of the Houston & Texas Central Railway Co., &c. In 1886 gross earnings were $4,138,525; net, $1,059,518. In 1885 gross earnings were $4,232,018; net, $1,602,476; rentals paid, $230,000; interest on debt, $458,757; taxes, betterments, &c., $153,662; total, $841,469; balance, surplus, $758,007. Gross earnings from Jan. 1 to Mar. 31, 4907,954 in 1887, against $1,063,468 in 1886; net, $96,770, against $278,071. (V. 42, p. 243, 365, 694, 781; V. 43, p. 133, 163; V. 44, p. 341, 431.)

Morris & Essex.—Owns from Hoboken, N. J., to Phillipsburg, N. J., 84 miles; branch, Denville, N. J., via Morris & Essex Tunnel, to Hoboken, N. J., 34 miles; leased Dover to Chester, 10 miles; Newark & Bloom. RR., 4 miles; total operated, 132 miles. In 1868 this road was leased in perpetuity to the Del. Lack. & W. RR. The lessees assume all liabilities of the Mor. & Essex RR. and pay 7 per cent per annum on the capital stock, and they also agreed to pay 8 per cent in case the Morris & Essex earns 10 per cent on its stock in any one year after the year 1874. The Morris & Essex is important to the Delaware Lackawanna & Western as a route with terminal facilities on New York Harbor, but the actual earnings on the road show a large annual deficit for the lessee company after the payment of rental. The loss to lessee was in 1880, $1,012,416; in 1881, $985,890; in 1882, $941,550; in 1883, $1,104,218; in 1884 about $1,100,000; in 1885 about $900,000.

Nashua & Lowell.—Owns from Lowell, Mass., to Nashua, N. H., 15 miles. On October 1, 1880, a lease for 99 years to the Boston & Lowell was made. The rental is $60,000 per year, equal to 7½ per cent on stock, payable absolutely, and $1,000 (or one-half of one per cent more) is payable contingent upon the amount of gross earnings, and 8 per cent has been paid as rental for the past three years. The funded debt of $300,000, principal and interest, is assumed by the lessee, and the lessor holds the lessee's notes for the same amount—$300,000.

Nashville Chattanooga & St. Louis.—Owns from Chattanooga, Tenn., to Hickman, Ky., 321 miles; branches—Wartrace, Tenn., to Shelbyville, Tenn., 8 miles; Bridgeport, Ala., to Inman, Tenn., 25 miles; proprietary lines—Nashv. to Lebanon, 30 miles; McMinnville Branch, 61 miles; Decherd to Fayetteville, 40 miles; Centreville Branch, 47 miles; Duck River RR. (leased), 48 miles; total, 580 miles.

A majority of the stock ($3,385,000) is owned by the Louisville & Nashville RR. Company and pledged among the collaterals for the trust loan of that company.


MAP OF THE
MOBILE & OHIO
RAILROAD
AND ITS CONNECTIONS.
CHICAGO
LAKE MICHIGAN
ST. LOUIS
CAIRO
MEMPHIS
NEW ORLEANS
MOBILE
GULF OF MEXICO
Mobile Bay
Missouri R.
Mississippi R.
Ohio R.
Red River
ILLINOIS
INDIANA
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
LOUISIANA
ARKANSAS
TEXAS
FLORIDA
INDIAN TER.
KANSAS
IOWA
WISCONSIN
MICHIGAN
Dubuque
Davenport
Rock Island
Peoria
Quincy
Burlington
Springfield
Decatur
Joliet
Danville
Bloomington
Logansport
Indianapolis
Terre Haute
Vincennes
New Albany
Louisville
Evansville
Nashville
Chattanooga
Corinth
Jackson
Columbus
Meridian
Selma
Montgomery
Pensacola
Vicksburg
Natchez
Shreveport
Alexandria
Baton Rouge
Opelousas
Lafayette
Beaumont
Orange
Mermentau
Cheneyville
Delhi
Monroe
Arkansas Cy.
Texarkana
Fulton
Camden
Little Rock
Hot Springs
Malvern
Pine Bluff
Helena
Clarendon
Brinkley
Forest City
Jonesboro
Poplar Bluff
Cairo
Cape Girardeau
Thebes
Chester
Sparta
Belleville
St. Louis
Alton
Hannibal
Quincy
Kirksville
Macon City
Moberly
Brunswick
Chillicothe
St. Joseph
Atchison
Leavenworth
Kansas City
Lexington
Glasgow
Columbia
Boonville
Jefferson City
Sedalia
Tipton
Versailles
Warsaw
Harrisonville
Pleasant Hill
Oltathe
Paola
Garnett
Ottawa
Girard
Fort Scott
Chanute
Oswego
Columbus
Joplin
Carthage
Springfield
Lebanon
Bolivar
Lamar
Nevada
Pierce City
Plymouth
Chadwick
Vinita
West Plains
Rolla
Cuba
Bismarck
Potosi
De Soto
Ozark Mills
Riverside
Glen Allen
Delta
Frederickstown
Ste. Genevieve
Hermann
Pacific
Jerseyville
Litchfield
Vandalia
Carlyle
Centralia
Ashley
Mt. Carmel
Fairfield
Olney
Flora
Mattoon
Marshall
Paris
Tolono
Champaign
Urbana
Rantoul
Gilman
Pontiac
Chenoa
Lincoln
Bloomington
Peoria
Pekin
Havana
Canton
Lewistown
Monmouth
Galesburg
Knoxville
Wyoming
Princeton
Mendota
Aurora
Elgin
Rockford
Freeport
Beloit
Janesville
Milton
Racine
Kenosha
Waukegan
Milwaukee
Madison
Dodgeville
Mineral Pt.
Platteville
Galena
Dunleith
Savanna
Sabula
Clinton
Fulton
Rochelle
Dixon
Sterling
Morrison
Fairfield
Mt. Pleasant
Ottumwa
Oskaloosa
Albia
Centreville
Chariton
Creston
Red Oak
Villisca
Clarinda
Maryville
Corning
Bigelow
Amazonia
Trenton
Darlington
Grand River
Gallatin
Milan
Kirksville
Glenwood
Council Bluffs
Atlantic
Avoca
Manning
Jefferson
Grinnell
Marshalltown
Tama
Cedar Rapids
Iowa City
Muscatine
W. Liberty
Anamosa
Independence
Waterloo
Cedar Falls
Fort Dodge
Sac City
Fonda
Goldfield
Wayerly
Ellsworth
Maple Riv.
Abbott
Cedar Fs.
Vinton
Sabula
Savanna
Fulton
Clinton
Davenport
Rock Island
Moline
Aurora
Streator
Ottawa
Marseilles
Joliet
Plymouth
Kankakee
Dwight
Pontiac
Gilman
Delphi
Logansport
Peru
Wabash
Kokomo
Lafayette
Frankfort
Muncie
New Castle
Rushville
Greensburg
Greencastle
Crawfordsville
Sullivan
Switz City
Seymour
Columbus
Vernon
Mitchell
Madison
Jasper
Paoli
Orleans
Bedford
Salem
Corydon
Mauckport
Leavenworth
Brownstown
Seymour
Columbus
Shelbyville
Greenfield
Indianapolis
Lebanon
Frankfort
Crawfordsville
Danville
Champaign
Urbana
Bellefontaine
Kenton
Upper Sandusky
Findlay
Fostoria
Tiffin
Fremont
Sandusky
Toledo
Monroe
Detroit
Ann Arbor
Jackson
Battle Creek
Kalamazoo
Allegan
Holland
Grand Haven
Muskegon
Ludington
Manistee
Traverse City
Petoskey
Mackinaw
Sault Ste. Marie
Escanaba
Marquette
Ishpeming
Negaunee
Iron Mountain
Menominee
Green Bay
Oshkosh
Fond du Lac
Ripon
Berlin
Portage
Wisconsin R.
Prairie du Chien
La Crosse
Winona
Red Wing
Hastings
St. Paul
Minneapolis
Anoka
Elk River
St. Cloud
Sauk Centre
Alexandria
Fergus Falls
Detroit Lakes
Crookston
Grand Forks
Pembina
Devils Lake
Jamestown
Valley City
Fargo
Wahpeton
Breckenridge
Wilmar
Willmar
Glencoe
Mankato
New Ulm
Fairmont
Albert Lea
Austin
Rochester
Owatonna
Faribault
Northfield
Red Wing
Lake City
Wabasha
Winona
Rushford
Preston
Harmony
Spring Valley
Rochester
Chatfield
Lanesboro
Caledonia
Houston
La Crescent
Winona
Dakota
Wabasha
Lake City
Red Wing
Hastings
St. Paul
Minneapolis
Anoka
Elk River
St. Cloud
Sauk Centre
Alexandria
Fergus Falls
Detroit Lakes
Crookston
Grand Forks
Pembina
Devils Lake
Jamestown
Valley City
Fargo
Wahpeton
Breckenridge
Wilmar
Willmar
Glencoe
Mankato
New Ulm
Fairmont
Albert Lea
Austin
Rochester
Owatonna
Faribault
Northfield
Red Wing
Lake City
Wabasha
Winona
Rushford
Preston
Harmony
Spring Valley
Rochester
Chatfield
Lanesboro
Caledonia
Houston
La Crescent
Winona
Dakota
Wabasha
Lake City
Red Wing
Hastings
St. Paul
Minneapolis
Anoka
Elk River
St. Cloud
Sauk Centre
Alexandria
Fergus Falls
Detroit Lakes
Crookston
Grand Forks
Pembina
Devils Lake
Jamestown
Valley City
Fargo
Wahpeton
Breckenridge
Wilmar
Willmar
Glencoe
Mankato
New Ulm
Fairmont
Albert Lea
Austin
Rochester
Owatonna
Faribault
Northfield

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When due. *Stocks*—Last Dividend.
Nashville Chattanooga & St. Louis—Stock	554	....	$25	$3,668,362	1	Q.—J.	New York & Nashville.	Apr. 20, 1887
1st mort. (for $6,800,000), coup.	340	1873	1,000	6,300,000	7	J. & J.	N.Y., Continental N.Bk.	July 1, 1913
2d mort.	321	1881	1,000	1,000,000	6	J. & J.	do do	July 1, 1901
Bonds held by U. S. Government	....	....	....	500,000	4	J. & D.	do do	June 1, 1891
N. C.& St. L., 1st M. on Fayette. & McM. branches	101	1877	1,000	480,000	6	J. & J.	do do	Jan. 1, 1917
do 1st mort. on Lebanon Branch	30	1877	1,000	300,000	6	J. & J.	do do	Jan. 1, 1917
do for Jasper Branch	13	1877	1,000	173,000	6 & 8	J. & J.	do do	1907 & 1923
do for Centreville Branch	47	1882	....	376,000	6	J. & J.	do do	Jan. 1, 1923
do for Tenn. Coal & Iron RR.	20	1886	....	500,000	6	....	do do	1909
Duck River RR., 2d mort., endorsed	48	1881	....	71,000	6	M. & N.	do do	Nov. 1, 1909
Nashville & Decatur—Stock, guar'd 6 p. c. by L. & N.	122	....	....	1,642,557	3	J. & D.	Nashville.	June 6, 1887
1st mort. guar. s. f.	119	1870	1,000	1,900,000	7	J. & J.	N. Y., 50 Exch. Place	July 1, 1900
2d mortgage, income	119	1867	500	178,000	6 g.	A. & O.	Nashv., 4th Nat. Bank.	Oct. 1, 1887
Natchez Jackson & Columbus.—1st mortgage	99	....	....	174,400	10	....	N.Y., Bank of America.	1885
Naugatuck—Stock	66	....	100	2,000,000	5	J. & J.	Bridgeport, Conn..	Jan. 3, 1887
Bonds	61	1883	1,000&c	150,000	4	J. & D	Bridgeport, Treasurer.	June 1, 1913
Nesquehoning Valley—Stock	18	....	50	1,400,000	2½	M. & S.	Philadelphia, Co.'s office	Mar. 1, 1887
Nevada Central—1st mort., gold (sink. f., $20,000)	94	1879	1,000	750,000	6 g.	A. & O.	Last paid April, 1884	Oct. 1, 1904
Newark & Hudson—1st mortgage	5	1871	1,000	250,000	7	M. & S.	N. Y. L. E. & W. RR.	Sept., 1901
Newark Somerset & Straitsv., O.—1st mortgage	44	1869	500 &c.	800,000	7 g.	M. & N.	N. Y., Union Trust Co.	Nov. 1, 1889
Newburg Dutchess & Connecticut—Income bonds	....	1877	....	1,164,500	....	....		1977
Newburg & New York—1st mortgage	12	1868	1,000	250,000	7	J. & J.	N.Y.,Office N.Y.L.E & W	Jan. 1, 1889
New Castle & Beaver Valley—Stock	15	....	50	700,000	6	Q.—J.	Newcastle, Penn.	Apr. 2, 1887
New England & Southwestern—1st M. ($6,000,000).	26	1885	1,000	(1)	6	M. & S.	N. Y. Central Trust Co	Sept. 1, 1925
New Haven & Derby—1st & 2d mortgages	13	68&70	500 &c.	525,000	7	Various	N. Haven, Mech. Bank.	1888 & 1900
New Haven & Northampton—Stock	170	....	100	2,460,000	3	....	New Haven.	Oct., 1873
Mortgage bonds, coupon	92	1869	1,000	1,300,000	7	J. & J.	do do	Jan., 1899
Holyoke & W., leased, 1st M. ($200,000 guar.)	17	1870	1,000	260,000	6 & 7	A. & O.	N.Hav.,N.Tradesm's Bk	Apr.1'91 & '98
Consol. sink. fund $15,000 per yr. & mort. bonds.	....	1879	1,000	1,200,000	6	A. & O.	do do	April, 1, 1909
Northern Extension	27	1881	1,000	700,000	5	A. & O.	do do	April, 1911
Convertible bonds for extension to Shelb. Falls.	....	1886	1,000	700,000	5	J. & J.	do do	July 1, 1896
New Jersey Junction—1st mortg. coup. or reg. guar.	....	1886	1,000	3,000,000	4	F. & A.	New York Agency.	Feb. 1, 1986
New Jersey & New York—1st mort. (reorganization)	30	1880	500&c.	400,000	6	M. & N.	N.Y., Mercantile Tr. Co.	May 1, 1910

In October, 1886, this company purchased the Tenn. Coal & Iron RR., paying for it $500,000 in thirty-year bonds.

The company had net income in the year 1885-86 of $144,934 over all expenses, but paid no dividend; in Oct., 1886, resumed dividends by payment of 1 p r cent.

For the ten months from July 1, gross earnings were $2,279,976 in 1886-7, against $1,837,642 in 1885-6; net, $961,696, against $728,767 surplus over int., taxes and improvements, $283,840, against $123,961.

EARNINGS AND EXPENSES.

	1882-83.	1883-84.	1884-85.	1885-8 6
Earnings—	$	$	$	$
Passenger	621,171	663,618	649,737	604,820
Freight	1,513,875	1,559,765	1,435,878	1,429,468
Mail, express, rents, &c..	148,477	148,703	155,101	153,821
Total gross earnings	2,283,523	2,372,086	2,240,719	2,188,109
Total operating expenses.	1,274,855	1,303,446	1,304,002	1,322,858
Net earnings	1,008,668	1,068,640	936.717	865.251
P. c. operat'g ex. to e'rn'gs	55·80	54·94	58·01	60·45

INCOME ACCOUNT.

	1882-83.	1883-84.	1884-85.	1885-86.
Net Receipts—	$	$	$	$
Net earnings	1,008,668	1,068,640	936,717	865,251
Miscellaneous receipts...	77,247	29,072	11,947	.....
Total income	1,085,915	1,097,712	948,664	865,251
Disbursements—	$	$	$	$
Interest on debt & taxes.	650,972	662,320	682,273	675,096
Dividends	.....	266,802	.....	.....
Improvements	104,465	106,077	58,401	45,221
Total disbursements.	755,437	1,035,199	740,674	720,317
Balance, surplus	330,478	62,513	207,990	144,934

GENERAL BALANCE AT END OF EACH FISCAL YEAR.

	1882-83.	1883-84.	1884-85.	1885-86.
Assets—	$	$	$	$
Road and equipment	16,194,823	16,316,655	16,950,242	17,091,876
Assets not available	352,876	562,727	*81,322	75,708
Investments in stocks & bonds	472,590	462,940	481,314	478,714
Bills receivable	8,387	8,722	18,132	19,067
Real estate	84,864	80,354	62,461	67,961
Due from agents, &c.	196,988	188,919	250,436	277,372
Cash	325,006	300,217	264,408	311,038
Total	17,635,534	17,920,544	18,108,314	18,321,836
Liabilities—	$	$	$	$
Capital stock	6,670,331	6,670,331	6,668,363	6,663,362
Bonded debt	7,757,000	8,903,000	8,998,000	9,200,000
Bills payable	597,132	591,499	467,268	288,047
Bal'ce due individ'ls, &c.	140,327	97,348	42,947	31,092
Int'st coupons due July 1	283,740	287,970	290,905	296,905
Dividends	15,082	21,942	18,323	17,048
Pay-rolls, &c	66,256	75,490	72,721	85,152
Int'st on b'ds held by U. S.	153,600	153,600	153,600	153,600
Miscellaneous	3,899	3,646	15,119	13,616
Profit and loss	948,167	1,115,678	1,381,068	1,571,014
Total	17,635,534	17,920,544	18,108,314	18,324,836

* $502,749 was charged off to "Road and Equipment" during the year.

—(V. 42, p. 125, 272, 397, 519, 631, 753; V. 43, p. 132, 245, **334, 367,** 459, 487, 608, 738, 746; V. 44, p. 118, 244, 370, 527, 653.)

Nashville & Decatur.—(*See Map Louisville & Nashville.*)—Owns from Nashville, Tenn., to Decatur, Ala., 122 miles. The road was leased May 4, 1871, to the Louisv. & Nashv. RR. for 30 years from July 1, 1872, at a rental of 6 per cent per annum on the stock. The lessee assumed all the debt of the Nashville & Decatur Co. In 1882-83, gross earnings, $1,034,231; net, $380,207. In 1884-85 gross, $1,061,956; net, $466,168; interest and taxes, $291,061; surplus, $175,106.

Natchez Jackson & Columbus.—Owns completed road from Natchez, Miss., to Jackson, Miss., 100 miles. Stock, $2,260,809. New 6 per cent bonds for $2,000,000 authorized but very few issued. Floating debt Dec. 31, 1884, $329,493. Earnings for 1886, gross, $1,-325; net, $45,634. Earnings for 1885, $194,353; net, $60,923.

Naugatuck.—Owns from Naugatuck Junction to Winsted, Conn., 56½ miles; leased, Watertown & Waterbury RR., 4½ miles; total operated, 66 miles, 5 miles of New York New Haven & Hartford being used between Naugatuck Junction and Bridgeport. Earnings for three years past were as follows: 1883-84, gross, $676,714; net, $225,615; 1884-85, gross, $651,242; net, $213,262; 1885-86, gross, $704,336; net, $221,522. (V. 43, p. 718.)

Nesquehoning Valley.—Owns from Nesquehoning Junction, Pa., to Tamenend, Pa., 17 miles; Tunnel Branch, Hauto, Pa., to Lansford Pa., 1 mile; total operated, 18 miles. Opened in 1870, and was leased for 999 years to the Lehigh Coal & Navigation Co. at a lease rental of $130,000 per annum. In Sept., 1884, the lease was modified so as to pay 5 per cent a year only, and the stock has been extended for 20 years, with a guarantee of 5 per cent per annum.

Nevada Central.—(*See Map Union Pacific.*)—Battle Mountain to Austin, 93 miles. Stock, $1,000,000. There are $250,000 8 per cent income bonds due 1905, which are held by the Union Pacific, as also $ 59,500 of the stock. Default was made Oct. 1, 1884, on the bonded interest, and receiver appointed Feb., 1885. Gross earnings in 1885, 68,062; net, $82,879; deficit under interest, &c., $42,120. Gross in 1886, $57,759; deficit, $2,624; deficit under interest, $47,624.

Newark & Hudson.—Owns from Bergen Junction to Newark, N. J., 6 miles. Leased to New York Lake Erie & Western at a rental of $33,000 per annum, which pays interest on bonds and 7 per cent on the stock of $250,000. Cortlandt Parker, President, Newark, N. J.

Newark Somerset & Straitsville.—Owns from Newark, O., to Shawnee, O., 44 miles. Road was completed in 1871. Leased to Sandusky Mansf. & Newark for 14 years from Jan. 1, 1872. Operated by the Balt. & Ohio, which pays 30 per cent of gross earnings, and advances any additional amount necessary to meet the interest on the debt. Capital stock, common, $795,400, and preferred, $218,200. Gross earnings in 1882-83, $164,781; net, $19,511; loss to lessee, $29,922. In 1883-84, gross $168,532; net, $757; loss to lessee, $19,802. In 1884-85, gross, $118,430; deficit, $29,102; loss to lessee, $54,631.

Newburg Dutchess & Connecticut.—Owns from Dutchess June. N. Y., to Millerton, N. Y., 59 miles. The Dutchess & Col. RR. was sold Aug. 5, 1876, and this company was organized Jan. 8, 1877, by the purchasing bondholders. In addition to above incomes, there are $150,000 1st mort. 7s, due in 1907. In 1884-85, gross earnings $31,923; net, $13,864; deficit under interest, &c., $2,511. In 1885-86, gross, $143,118; net, $28,276. The common stock is $172,000 and preferred stock $715,350. John S. Schultze, President, Matteawan, N. Y.

Newburg & New York.—Owns from Vail's Gate Junction to Greenwood Junction, N. Y., 13 miles. Leased October 5, 1866, to Erie RR., at $17,500 per annum (being interest on the bonds), and operated now by New York Lake Erie & Western. Has no stock.

New Castle & Beaver Valley.—Owns from Homewood, Pa., to New Castle, Pa., 15 miles. Road in operation since 1860. Leased to Pittsb. Ft. W. & Chic. RR. for 99 years at a rental of 40 per cent on gross earnings. Lease transferred to Pennsylvania Company. There is no debt. In 1879, 13 per cent dividends were paid; in 1880, 13 p. c.; in 1881, 24 p. c.; in 1882, 14 p. c.; in 1883, 29 p. c; in 1884, 19 p. c.; in 1885, 10 p. c.; in 1886, 6 p. c. Gross earnings in 1885, $171,682; rental received, $68,-672; gross in 1886, $207,214; rental received, $82,855.

New England & Southwestern.—This road, as projected, will extend from Brewsters, N. Y. (junction of New York & New England, New York & Harlem and New York City & Northern), to and across the Hudson River by bridge at Storm King, to a connection with the Erie, West Shore, New York Ontario & Western and the Lehigh & Hudson railroads on the west side, making 26 miles of road in all. The company was formed by act of the New York Legislature of 1850, as subsequently amended, and the act of 1880, chapter 82, and claims the right to bridge the Hudson. The stock is $3,000,000 and the bonds $6,000,000, which stock and bonds are taken by the Phœnix Bridge Company of Phœnixville, Pa., and they have contracted to build the structure within two years.

New Haven & Derby.—Owns from New Haven, Conn., to Ansonia, Conn., 13 miles. Capital stock is $446,600, of which New Haven city owns $200,000. New Haven City guarantees the $225,000 second mortgage bonds, and has a claim of about $300,000 for money advanced. Negotiations have been pending between the company and the city for an adjustment. Gross earnings in 1884-5, $150,737; net, $63,792. In 1883-84, gross, $158,206; net, $65,023.

New Haven & Northampton.—Operated from New Haven, Conn., to North Adams, Mass., 123 miles; branches—Northampton to Williamsburg, 8 miles; Farmington Conn., to New Hartford, Conn., 14 miles; South Deerfield to Turner's Falls, 10 miles; to Tariffville, Conn., 1 mile; leased—Holyoke & Westfield RR., 14 miles; total, 170 miles. In April, 1881, a controlling interest in the stock was sold to New York New Haven & Hartford parties. In 1884-85 gross income was $804,-093; net, $275,704; surplus over charges, $9,230. In 1885-6, gross income, $842,509; net, $292,218; surplus, $10,384. (V. 43, p. 132.)

New Jersey Junction—Terminal road through Jersey City, Hoboken and Weehawken, connecting the trunk lines terminating at those points. Leased for 100 years from June 30, 1886, to the N. Y. Central & H. R. RR. Co., which company guarantees the bonds absolutely and owns the stock of this company. The mortgage is for $4,000,000.

New Jersey & New York.—Owns from Erie Junction, N. J., to Stony Point, N. Y., 31 miles; Nanuet to New City, 5 miles; Hackensack to Erie Junction, 6 miles. Leased—Garnerville RR., 1 mile; total operated, 37 miles. The present company was formed on reorganization after foreclosure in April, 1880. Stock outstanding, $1,440,800 common; $ 87,800 preferred. In January, 1886, the Hackensack RR., previously leased, was consolidated into this company. Gross earnings in 1886, $185,406; expenses, $139,753; net earnings, $45,653. (V. 43, p. 215, 597, 753; V. 44, p. 621.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. J. Southern—1st mort. (int. guar. by N.Y.& L.B.)	78	1879	$600	$1,449,600	6	J. & J.	N. Y., 119 Liberty St.	July 15, 1899
Long Branch & Sea Shore. 1st mort., guar.	....	1869	1,000	200,000	7	J. & D.	New York.	Dec. 1, 1899
New London Northern—Stock	100	....	100	1,500,000	1½	Q.—J.	New London, Office.	April 1, 1887
1st mortgage bonds	100	1865	100&c.	300,000	6	A. & O.	N. Y., B'k of N. America	Sept., 1885
2d mortgage	100	1872	500 &c.	387,500	7	J. & D.	do do	July, 1892
Consol. mortgage (for $1,500,000)	121	1880	1,000	812,000	5	J. & J.	do do	July, 1910
Newport News & Mississippi Valley—Stock	....	....	100	11,660,000	....	....	.....	.....
New Orleans & Gulf—1st mort, gold	68	1886	1,000	800,000	6 g.	M. & N.	New York, Agency.	Nov. 1, 1926
New Orleans & Northeastern—Prior lien mort., gold.	....	1885	1,000	1,372,000	6 g.	A. & O.	New York, Agency.	Nov. 1, 1915
New York Brooklyn & Manhattan Beach—Stock	....	....	....	1,000,000	....	....	.....	.....
N. Y. & Man. Beach RR., 1st mortgage	14	1877	500 &c.	500,000	7	J. & J.	N. Y., Corbin Bank'g Co	Jan. 1, 1897
N.Y. B.&M.B., 1st consol. mort., gold	All	1885	1,000.	798,000	5 g.	A. & O.	do do	Oct. 1, 1935
N. Y. & Canada—1st M., sterling, guar. D.& H. Can.	150	1874	£100&c	4,000,000	6 g.	M. & N.	London, Baring Bros.	May 1, 1904
New York Central & Hudson River—Stock	993	....	100	89,428,300	1	Q.—J.	N.Y., Gr. Central Depot.	Apr. 15, 1887
Premium bonds (N. Y. Central) ext. 10 y'rs, '83	....	1853	500 &c.	6,450,000	5	M. & N.	do do	May 1, 1893
Renewal bonds	....	1854	1,000	2,391,000	6	J. & D.	do do	Dec. 15, 1887
N. Y. C. & H., { $30,000,000 } mortgage ... } £2,000,000 } coupon or reg.	840	1873	1,000	30,000,000	7	J. & J.	do do	Jan. 1, 1903
	840	1873	1,000	9,733,333	6 g.	J. & J.	New York and London.	Jan. 1, 1903
Debenture bonds (for $10,000,000), coup. or reg.	....	1884	1,000&c	7,850,000	5	M. & S.	N.Y., Gr. Centr'l Depot.	Sept. 1, 1904
N. Y. Chicago & St. L.—Stock ($22,000,000 is pref.)	523	....	100	50,000,000	....	....	.....	.....
1st mortgage, gold, coup. or reg.	513	1881	1,000	15,000,000	6 g.	J. & D.	Last paid Dec.,'84	Dec. 1, 1921
2d mortgage (for $10,000,000)	513	1883	1,000	1,046,000	6	M. & S.	Last paid Mch.'85	Mar. 1, 1923
N. Y. City & Northern—General mort.	62	1880	500 &c.	4,000,000	6	M. & N.	Last paid Nov. '81	May 1, 1910
N. Y. Danbury & Boston—1st mortgage	50	1886	1,000	(l)	6	A. & O.	New York Agency.	1926.
New York & Greenwood Lake. 1st mort., income	40	1875	100 &c.	900,000	7	F. & A.	New York, Co.'s Office.	.....
2d mort., income	....	....	100 &c.	1,800,000	7	M. & S.	do do	.....
New York & Harlem—Common stock	156	....	50	8,618,500	2 C. L.	J. & J.	N.Y., Gr. Central Depot.	April 1, 1887
Preferred stock	156	....	50	1,381,500	2 C. L.	J. & J.	do do	April 1, 1887
Consol. mort., coup. or reg., (for $12,000,000)	132	1872	1,000	12,000,000	7	M. & N.	do do	May, 1900
N. Y. Lackawanna & Western.—Stock, guar., 5 p.ct.	213	....	100	10,000,000	1¼	Q.—J.	N. Y. by D. L. & W.	April 1, 1887
1st mortgage, coupon, may be registered	200	1880	1,000	12,000,000	6	J. & J.	do do	Jan. 1, 1921
2d mort., guar. by Del. Lack. & West	200	1883	1,000	5,000,000	5	F. & A.	do do	Aug. 1, 1923

New Jersey Southern.—The road extends from Port Monmouth, Sandy Hook, to Atco, 70 miles, with branch from Eatontown to Pt. Monmouth, 9 miles. The property was sold in foreclosure March 31, 1879 (see CHRONICLE, V. 28, p. 352), and the present company was organized July 25, 1879. The capital stock is $1,590,600. The property is subject to $120,000 on the Tom's River RR. and $200,000 on the Long Branch & Sea Shore Railroad. This latter bond is endorsed by the United Companies of New Jersey. The above mortgage is for $1,590,600, of which $1,449,600 have interest guaranteed by the New York & Long Branch Railroad by endorsement of the bonds, and the Central of New Jersey agreed to assume those bonds. The road is operated as a part of the Central New Jersey system. Suit was brought in August, '85, against the Central of New Jersey Co. for interest overdue. Gross earnings in 1885 $438,574; net deficit, $80,340. (V. 41, p. 189.)

New London Northern.—Owns from New London, Conn., to Brattleboro, Vt., 121 miles, of which 100 miles leased to J. G. Smith and others. This road has been operated since Dec. 1, 1871, under lease to the Central Vermont Railroad; the lease was for 20 years at $150,000 per year, and $15,000 for each additional $100,000 of earnings over $510,000 per year. In 1885-86, gross earnings, $629,700; net, $278,140. Rental and interest received, $237,244; paid interest, &c., $108,907; dividend (6 per cent), $90,000; surplus, $38,337.

Newport News & Miss. Valley.—This is the company formed to lease and operate all the Huntington lines between Newport News, Va., and New Orleans, La. In Dec., 1886, this company owned $5,579,600 Ches. Ohio & Southwestern common, and $3,442,000 preferred stock, $1,055,500 Elizabethtown Lexington & Big Sandy RR. stock, and $1,650,000 Chesapeake & Ohio bonds of 1918. Company leases the three roads mentioned, aggregating 1,040 miles, the former for 50 years and the latter two for 250 years, agreeing to pay the expenses, interest and fixed charges so far as net earnings suffice, in the order of their priority, any surplus up to 6 per cent to be divided to lessor companies, and the excess retained by the lessee. Gross earnings in 1886, $6,746,903; net, $2,211,978. Gross in 1885, $5,638,856; net, $1,765,131. Registrar of stock, Metropolitan Trust Co., New York. Offices of Co., No. 23 Broad st. and New Haven, Conn. —(V. 43, p. 547; V. 44, p. 90, 344, 466.)

New Orleans & Gulf.—The line of the road is from New Orleans south along the Mississippi River to Point-a-la-Hache, with a branch, making 68½ miles in all, of which 30 miles were operated in 1886. The bonds were offered in London, Nov., 1886, by Messrs. Satterthwait & Co. (V. 43, p. 834.)

New Orleans & Northeastern.—Line of road from New Orleans, La., to Meridian, Miss., 196 miles. Stock is $5,000,000. This road belongs to the so called "Erlanger System," and of the stock $4,320,000 and $4,900,000 of the $5,000,000 first mortgage bonds are held by the Am. N. O. & Tex. Pacific Junction Co. (see title of that company in the SUPPLEMENT.)

New York Brooklyn & Manhattan Beach.—From Fresh Pond Junction to Manhattan Beach, and branches to Bay Ridge and Greenpoint, 20 miles. This was a consolidation Aug. 27, 1885, of the N. Y. Bay Ridge & Jamaica RR., the N. Y. & Manhattan B. Railway Co. and the L. I. City & Man. B. RR. Co. The railroads are leased for 99 years from 1882 to the Long Island R.R. Co. at 35 per cent of gross earnings, but the rental guaranteed to be at least $85,980 in each year. Of the stock $650,000 is preferred for 5 per cent, but not cumulative. —(V. 42, p. 215, 479; V. 43, p. 125.)

New York & Canada.—Owns from Whitehall, N. Y., to Rouse's Point, N. Y., 113 miles; branches: Ticonderoga, N. Y., to Baldwin, N. Y., 4 miles; Plattsburg, N. Y., to Ausable, N. Y., 20 miles; West Chazy to Province line, 13 miles; total operated, 150 miles. The whole line was completed Sept. 18, 1876. The road is leased and virtually owned by the Delaware & Hudson Canal Company, which guarantees the bonds. The stock is $4,000,000. Earnings 1885-86, gross $772,664; net, $268,811; surplus, $32,305. In 1884-85, gross, $613,572; net, $203,781; loss to lessees, $62,847.

New York Central & Hudson.—LINE OF ROAD.—Owns from New York City to Buffalo, N. Y., 442 miles; branches on New York Central division, 307 miles; total owned, 749 miles; lines leased—West Shore RR., 426 miles, and branches, 22 miles; Troy & Greenbush, 6 miles; Niagara Bridge & Canandaigua, 98 miles; Spuyten Duyvil & Port Morris, 6 miles; New York & Harlem, 127 miles; Lake Mahopac, 7 miles; total, 694 miles; grand total, 1,443 miles. The second track owned and leased is 873 miles; third track, 318 miles; fourth track, 299 miles; turnouts, 758 miles—making a total of 2,406 miles of track owned by the company, and 1,282 miles leased, 3,688 miles in all. Also operates the Dun. All. Val. & P. RR., 104 miles, but reported separately. The West Shore R'way was leased in Dec., 1885, for 475 years.

ORGANIZATION, &c.—This company was formed by a consolidation of the New York Central and the Hudson River railroads October 1, 1869. The New York Central was a consolidation of several roads under a special law of April 2, 1853. The Albany & Schenectady Railroad, opened September 12, 1831, as the Mohawk & Hudson, was the first railroad built in the State of New York. The Hudson River Railroad was chartered May 12, 1846, and road opened October, 1851.

STOCK AND BONDS.—The famous scrip dividend of 80 per cent on the capital stock of the New York Central was made in December, 1868, and on the consolidation with the Hudson River road (Nov. 1, 1869) a further dividend of 27 per cent was distributed on the New York Central stock and 85 per cent on the Hudson River stock. In Nov., 1879, 250,000 shares ($25,000,000) were sold to a syndicate of bankers by Mr. W H. Vanderbilt at the price of 120, and 100,000 shares sold afterwards. Dividends of 8 per cent per annum had been paid since 1868, but in 1885 only 3½ per cent was paid, and in 1886, 4. Prices of stock since 1870 have been: In 1871, 84¼@103⅜; in 1872, 89@101⅞; in 1873, 77⅞@106½; in 1874, 95⅞@105⅜; in 1875, 100@107⅜; in 1876, 96@117½; in 1877, 85¼@109¼; 1878, 103¾@115; in 1879, 112 @139; in 1880, 122@155⅜; in 1881, 130¼@155; in 1882, 123⅝@138; in 1883, 111½@129½; in 1884, 83½@122; in 1885, 81⅜@107¼; in 1886, 98¾@117⅜; in 1887 to May 20, 110@114⅝.

The debenture bonds of 1884 must be included in any new mortgage issued prior to 1902.

OPERATIONS, FINANCES, &c.—The New York Central & Hudson River RR. has an exceptionally rich local traffic, but the profits also depend very much upon harmony among the trunk lines.

In Dec., 1885, a lease of the West Shore Railway was taken for 475 years and the bonds of $50,000,000 at 4 per cent guaranteed, by N Y. C. & Hud., and $10,000,000 West Shore stock taken as consideration.

For the quarter and six months ending March 31, 1887, returns were as follows:

	Quarter ended Mar. 31. 1887.	1886.	*Six Months ended Mar. 31* 1886-7.	1885-6.
Gross earnings	$8,089,351	$7,342,201	$17,110,607	$14,218,802
Operating expenses	5,508,895	4,756,361	10,967,641	8,891,569
Net earnings	$2,580,456	$2,585,840	$6,142,963	$5,327,233
First charges	1,957,200	1,926,000	3,914,400	3,393,000
Balance	$623,256	$659,840	$2,228,563	$1,934,233
Div. pd., (1 p. c. qr.)	894,283	891,283	1,788,566	1,788,566
Balance	def.$271,027	def.$234,443	sur.$439,997	sur.$145,667

Annual report for 1885-6 in CHRONICLE, V. 44, p. 58.

Year ending Sep. 30.	Passenger Mileage.	Freight (ton) Mileage.	Gross Receipts.	Net Income, Divi- over exp., int.&rents.	p. c.	dends, Surplus
1882	432,243,282	2,394,799,310	$30,628,781	$5,743,904	8	$1,401,608
1883	429,385,561	2,200,896,780	33,770,722	7,327,156	8	179,024
1884	387,829,886	1,970,087,115	28,148,667	4,668,759	8	*2,490,855
1885	438,397,774	2,137,824,205	24,429,441	2,176,342	3½	*953,651
1886	476,128,729	2,414,266,463	30,506,362	4,650,100	4	1,072,908

* Deficit. In 1884-5 total deficit was $2,203,072.

—(V. 42, p. 22, 198, 217, 519, 651; V. 43, p. 5, 23, 399, 715; V. 44, p. 22, 58, 212, 370.)

New York Chicago & St. Louis.—Buffalo, N. Y., to Grand Crossing, Ill., 513 miles; leased in Buffalo 1¼ miles; Grand Crossing to Chicago 9 miles; total, 523 miles. This Company was formed in 1881 and became known as the "Nickel Plate."

In January, 1887, the Common Pleas Court at Cleveland, O., gave judgment against the validity of the first mortgage, owing to the methods in which the bonds were negotiated by the directors, and ruled in favor of the second mortgage. The proposed settlement was given in V. 44, p. 211, viz: That a new $20,000,000 mortgage be issued, bearing 4 per cent, running till 1937, and these bonds be given to the old mortgage bondholders at 112 for firsts and 110½ for seconds; the old stocks are assessed 10 per cent, and then receive new preferred and common stock respectively for 50 per cent of the face of their old stock; new first preferred stock for $5,000,000 is issued for the cash assessments paid. Sale in foreclosure took place May 19, 1887.

For the six months ending March 31 the returns were as follows: Gross earnings, $2,460,368 in 1886-7, against $1,905,299 in 1885-6; net, $905,649, against $676,680; balance over rents and taxes $714,348, against $470,481.

For the year ending Sept. 30 the reports to the New York State Commissioners showed:

	1885-86.	1884-85.
Gross earnings	$3,595,169	$3,111,729
Operating expenses	2,417,817	2,307,820
Net earnings	$1,177,352	$803,909
Rentals, taxes, &c. (no int. on mortg.)	415,066	308,151
Surplus	$762,286	$495,758

—(V. 42, p. 60, 125, 156, 187, 215, 243, 339, 463, 604, 728, 7-2; V. 43, p. 163, 334, 459, 608, 774; V. 44, p. 60, 118, 211, 212, 244, 276, 278, 308, 335, 344, 466, 495, 527, 653.)

New York City & Northern.—Owns from 157th Street in 8th Avenue, New York City (connecting with Metropolitan Elevated), to Brewsters, N. Y., and branch, 54 miles. This company was organized March 1, 1878, and acquired the N. Y. West & Putnam (formerly the N. Y. & Boston Railroad), sold in foreclosure March, 1876. The company in May, 1880, leased the West Side & Yonkers road for 999 years, and the consolidated mortgage was issued to take up all the other bonds, of which $264,000 under a prior mortgage were outstanding March, 1887. Stock is $2,990,000. Default was made May 1, 1882, and foreclosure is pending. In April, 1887, a proposal was made to bondholders as per statement in the CHRONICLE of April 16. (V. 44, p. 499.) Mr. Joel B. Erhardt, receiver. Gross earnings in 1885-86, $523,351; net, $111,192; interest, rentals and taxes, $254,120; def. for year, $142,928. Gross earnings for the quarter ending March 31 were $125,039 in 1887, against $115,476 in 1886; net, $4,859, against $19,103; deficit under fixed charges, $60,041, against $44,222. (V. 43, p. 547; V. 44, p. 90, 211, 235, 370, 499, 586.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
N. Y. Lake Erie & West.—Stock, common	1,660	....	$100	$77,303,700	....	....	.....	.....
Preferred stock	1,660	....	100	8,147,400	6	Yearly.	N.Y., 19 Cortlandt St.	Jan. 15, 1884
1st mortgage (extended in 1867 to 1897)	....	1847	1,000	2,482,000	7	M. & N.	do do	May 1, 1897
2d mortgage, gold (extended in 1879)	....	1879	1,000	2,149,000	5 g.	M. & S.	do do	Sept. 1, 1919
3d mort., gold (extended 40 years at 4½ p. ct.)	....	1853	1,000	4,618,000	4½g.	M. & S.	do do	Mar. 1, 1923
4th mort., gold, (extended in 1880 at 5 per cent).	....	1857	1,000	2,926,000	5 g.	A. & O.	do do	Oct. 1, 1920
5th mortgage, convertible	....	1858	500 &c.	709,500	7	J. & D.	do do	June 1, 1888
Buffalo Branch Bonds	....	1861	100 &c.	182,600	7	J. & J.	do do	July 1, 1891
Long Dock Co., old mortgage	....	1863	1,000	3,000,000	7	J. & D.	do do	June, 1893
do mort., coup.,gold (for $7,500,000)	....	1885	1,000	4,500,000	6 g.	A. & O.	do do	Oct. 1, 1935
1st consolidated mortgage, gold	....	1870	1,000	16,890,000	7	M. & S.	New York and London.	Sept. 1, 1920
do do funded coupon bonds.	....	1878	500 &c.	3,705,977	7 g.	M. & S.	do do	Sept. 1, 1920
N. Y. L. E. & W. reorganization 1st lien b'ds, gold	....	1878	1,000	2,500,000	6 g.	M. & N.	do do	Dec. 1, 1908
do 2d consol. mort., gold	....	1878	500 &c.	33,597,400	6 g.	J. & D.	Coupon of June,'86, off.	Dec. 1, 1969
do income bonds (non-cum.)	....	1878	300 &c.	508,008	6	J. & D.	Last paid Dec. 1883.	June 1, 1977
do fund.coup.bds (redeem. at 105 & int.)	....	1885	1,000	4,032,000	5	J. & D	.....	Dec. 1, 1969
Collateral Tr. bonds, gold, red'ble at 110	....	1882	1,000	4,273,000	6 g	M. & N.	New York & London.	Nov. 1, 1922
Car trust bonds (only $600,000 are 6s)	....	....	....	5,612,000	6 & 5	....	.....	1887-1892
New York & Long Branch—Stock	38	....	....	2,000,000	3½	A. & O.	.....	Oct., 1886
Mortgage bonds	....	1882	....	1,500,000	5	J. & D.	N. Y., 119 Liberty St.	1923
N. Y. & N. England—Stock ($20,000,000 auth'rized)	380	....	....	19,313,000	....	....	.....	.....
Preferred stock, 7 per cent cumulative	....	....	....	1,900,000	3½	....	Boston.	May 2, 1887
1st mortgage ($6,000,000 are 7s)	321	1876	1,000	10,000,000	6 & 7	J. & J.	Bos., Safe Dep. & T'st Co.	Jan., 1905
2d mortgage ($3,341,000 are 6s)	321	1882	1,000	4,361,000	3, 5 & 6	F. & A.	Boston.	Aug. 1, 1902
Notes and debts for terminal property	....	1882	....	1,646,532	4	Various	Boston	1886-92
New York New Haven & Hartford—Stock	257	....	100	15,500,000	2½	Q.-J.	N.Y., Grand Cen. Depot.	April 1, 1887
Mortgage bonds, reg. (for $5,000,00 0)	123	1883	1,000&c	2,000,000	4	J. & D.	do do	June 1, 1903
Harlem & Portchester, 1st mortgage guaranteed.	12	1873	1,000	2,000,000	6 & 7	A. & O.	do do	1903
do do 2d M., coup. or reg., guar.	12	1881	1,000	1,000,000	4	J. & D.	do do	June 1, 1911
New York Ontario & Western—Common stock	321	....	....	58,113,982	....	....	.....	.....
1st M., gold, for $4,000,000 (redeemable at 110)	321	1884	1,000	2,927,000	6 g.	M. & S.	New York	Sept. 1, 1914

N. Y. Danbury & Boston.—Road projected from Bronx River, N. Y., to Danbury, Conn., 50 miles, double track. Contract to finish road in one year let to Heman Clark. Bonds of $2,000,000 taken by a syndicate. This is the road named as the connecting line of the N. Y. & New England, meeting the Suburban Rapid Transit also at Bronx River. Stock is $3,000,000. The directors are as follows: F. A. White, Pres.; R. M. Hazard, J. L. Macaulay, D. C. Calvin, Geo. S. Scott, Wm. P. Watson, Chas. H. Capen, John C. Short, Robert Blake, Theo. Talbot. (V. 43, p. 103, 635, 671.)

New York & Greenwood Lake.—Owns from Jersey City, N. J., to Greenwood Lake, 48 miles; branches—Ringwood Junction to Ringwood, 2 miles; North Newark to Orange, N. J., 8 miles; total, 58 miles. This was the Montclair Railroad, opened in 1874. It was sold and reorganized as Montclair & Greenwood Lake, and again sold October 12, 1878, and the present company organized. The New York Lake Erie & Western purchased a controlling interest in the property and now operate it. The holders of the second mortgage bonds have a right to pay off the first mortgage bonds of $800,000 at 105, and thus gain control of the property. The stock is $100,000. Gross earnings in 1885, $188,474; net, $21,514; other charges, $19,149. Abram S. Hewitt, President.

New York & Harlem.—Owns from New York City to Chatham, N. Y., 127 miles. From Chatham to Albany, 24 miles; the Bost. & Alb., RR. is used. This company owns the Fourth Avenue street railroad. The property (except the horse railroad) was leased April 1, 1873, for 401 years, to the N. Y. Central & Hudson River RR. at 8 per cent dividends on the stock and the interest on the bonds. The Fourth ave. horse railroad was retained, and extra dividends are paid out of its receipts annually in April. All operations of the main road are included with those of the N. Y. Central & Hudson.

New York Lackawanna & Western.—(*See Map of Del. Lack. & West.*)—From Binghamton to Buffalo and International Bridge and branches, 214 miles; built under the auspices of Del. Lack. & Western. Opened Oct., 1882, and leased to Del Lack. & West. for 99 years, with a guaranty of the bonds and 5 per cent yearly on the stock. The latter guaranty is written across the face of the certificates and signed by the D. L. & W. officials. Sept. 30, 1886, owed D. L. & W. for advances $782,770.

New York Lake Erie & Western.—LINE OF ROAD.—Jersey City, N. J., to Dunkirk, N. Y., 460 miles; branches—Piermont 8 miles; Newburg, 19 miles; Buffalo, 60 miles; Erie International RR., 5 miles; Rutherford to Ridgewood, 10 miles; leased—Montgomery & Erie RR., 10 miles; Goshen & Deckertown, 12 miles; Newburg & New York, 13 miles; Paterson Newark. & N. Y., 11 miles; Hawley & Honesdale, 24 miles; Jefferson RR., 37 miles; Buf. Brad. & Pittsburg and extension, 68 miles; Buff. N. Y. & Erie, 140 miles; Suspension Bridge & Erie Junction, 23 miles; Rochester & Genessee Valley, 18 miles; Avon Gen. & Mount Morris, 18 miles; Pat. & Hud., 15 miles; Pat. & Ram., 15 miles; Lockport & Buf., 15 miles; Buf. & Southw., 68 miles; controlled—Newark & Hud., 6 miles; Weehawken N.Y. & Ft. Lee, 4 miles; Northern of N. J., 25 miles; Middletown & Crawford, 11 miles; N. Y. Penn. & Ohio and branches, 573 miles; total operated, 1,678 miles.

On May 1, 1883, began to operate the New York Pennsylvania & Ohio under lease, and on May 14, 1883, the Chicago & Atlantic road was opened from Marion, Ohio (on the New York Pennsylvania & Ohio), to Chicago, 268 miles, and under control of N. Y. Lake Erie & West. gave a complete line from New York to Chicago; but in 1885, owing to dissensions, this was broken.

ORGANIZATION, LEASES, &c.—The New York & Erie RR. was chartered April 24, 1832, and the State of New York loaned the company $3,000,000; the road was opened to Dunkirk April 22, 1851. The company was reorganized under the name of Erie Railway Co. June 25, 1861. This Erie Railway was sold in foreclosure under the second consolidated mortgage in 1878. The present company was organized and took possession June 1, 1878. The Long Dock Co. has stock of $800,000, all owned by the N. Y. L. E. & W.; its property consists of lands and lands under water, about 577 acres, with piers, buildings, &c.

STOCK AND BONDS.—Preferred stock has a prior right to 6 per cent (non-cumulative) from the net profits, "as declared by the board of directors," but the U. S. Supreme Court held in 1886 that this stock has no legal right to claim a dividend, though net earnings are sufficient.

Prices of com. and pref. stock since June, 1878, have been as follows: Com.—In 1878, 7⅝@22½; in 1879, 21⅝@49; in 1880, 30@51⅛; in 1881, 39⅜@52⅞; in 1882, 33¼@43⅞; in 1883, 26⅞@40⅞; in 1884, 11⅜@28⅜; in 1885, 9¼@27⅞; in 1886, 22⅛@38⅜; in 1887 to May 20, 29⅛@35⅝. Pref.—In 1878, 21½@38; in 1879, 37½@78⅛; in 1880, 47@93½; in 1881, 80½@96½; in 1882, 67@88¼; in 1883, 72@83; in 1884, 20@71; in 1885, 18@57; in 1886, 50½@81½; in 1887 to May 20, 65½@75⅜.

The 1st consol. funded coupon bonds are secured by lien of consolidated mortgage. On the second consolidated mortgage no foreclosure can take place till six successive coupons are in default, but all of one coupon must be paid before any part of a subsequent coupon is paid. In 1883 the collat'l trust bonds were issued (the U. S. Trust Co. trustee; see V. 38, p. 509), and redeemable at 110 on three months' notice; about $730,000 were so redeemed Nov., 1885. The 2d consol. funded coupon bonds of 1885 were issued to fund three past due coupons and the coupon of June 1886, and the coups. are deposited as security. These bonds are redeemable at any time at 105 and accrued interest. The Long Dock mort. for $7,500,000 was issued in 1885 ($3,000,000 being reserved to meet the old bonds), and the bonds under this mort. are payable at 110 from proceeds of land sales.

OPERATIONS, FINANCES, &c.—The company since its reorganization in 1878 has become a standard gauge system. The income account for several years showed a considerable surplus over fixed charges, but in 1883-84 the income fell off largely, and there was a deficit below the interest requirements, and three coupons, June, 1884, to June, 1885, on the 2d consol bonds, were passed.

Some of the holders of car trust bonds have relinquished their right to annual drawings of principal, and 90 per cent of the holders agreed to reduce their interest to 5 per cent, but other holders obtained a decision sustaining their original contract.

For the six months ending March 31 gross earnings were $11,681,176 in 1886-87, agst. $10,642,331 in 1885-86; net, $3,769,211, against $3,138,168; surplus over fixed charges $263,416, against a deficit of $195,249.

The annual report for year ending Sept. 30, 1886, published in the CHRONICLE, V. 43, p. 648 and 669, had the following:

OPERATIONS AND FISCAL RESULTS

*Operations**—	1882-83.	1883-84.	1884-85.	1885-86.
Passengers carried	6,934,724	6,734,045	7,209,054	7,727,051
Passenger mileage	247,147,117	235,105,058	250,635,115	256,137,487
Freight (tons) moved	13,610,623	16,219,598	14,959,970	18,668,239
Freight (tons) mil'ge	2306946892	2498888976	2381778927	2842311126

* Figures of traffic do not include coal and supplies.

Earnings—	$	$	$	$
Passenger	4,632,229	4,675,872	3,946,793	4,393,812
Freight	17,213,621	15,773,004	13,813,249	16,884,908
Mail,expr's,rents,&c.	956,396	1,188,559	1,134,530	1,211,326
Total gross earn'gs.	22,802,246	21,637,435	18,934,572	22,500,046
Operating expenses.	15,444,583	16,358,077	14,347,516	16,388,638
Net earnings	7,357,663	5,279,358	4,587,056	6,111,408
P. c. op. exp. to earn's	64·78	69·52	69·79	66·97

The statement of profit and loss includes numerous items, and reference should be made to the table in V. 43, p. 669, of which the totals are as follows for the years ending Sept. 30, 1883, 1884, 1885 and 1886:

	1883.	1884.	1885.	1886.
Total income	$8,231,463	$6,356,983	$5,589,748	$7,057,469
Total debits*	6,968,978	7,055,606	6,966,691	7,043,258
Surp. or deficit.	$1,265,485	def.$698,622	df.$1,376,943	Sur.$14,611

* Includes full interest on 2d consols each year whether paid or not.

—(V. 42, p. 60, 93, 187, 207, 243, 264, 272, 304, 431, 463, 549, 604, 694; V. 43, p. 23, 132, 191, 245, 399, 648, **669**, 671; V. 44, p. 22, 90, 149, 212, 308, 369, 401, 466, 551, 602.)

New York & Long Branch.—The following-named companies were consolidated on December 21, 1881: New York & Long Branch RR., from Perth Amboy to Long Branch, 23 miles; New Egypt & Farmingdale RR., from Long Branch to Ocean Beach, 7; Long Branch & Sea Girt RR., from Ocean Beach to Sea Girt, 3; New York & Long Branch Extension RR., from Sea Girt to Point Pleasant, 3; Long Branch & Barnegat Bay RR., from Point Pleasant to Bay Head, 1; total length, 38 miles. The Central RR. of New Jersey holds a majority of the stock, and by contract of Jan. 3, 1882, the Penn. RR. and Central of N. J. agree to pay 32 p. ct. of gross traffic—$206,000 per year as a minimum to $240,000 as a maximum. When the Phila. & Read. leased the Central of N. J., litigation was begun to deprive the Penn. RR. of further use of this route, but a compromise was made.

New York & New England.—The mileage owned is as follows: Boston to Hopewell Junction, 215 miles; Wicopee to Newburg, 3 miles; Providence to Willimantic, 58 miles; branches—Newton, Mass., to Woonsocket, R. I., 28 miles; East Thompson, Conn., to Southbridge, Mass., 17 miles; Elmwood to Dedham, Mass., 1½ miles; Charles Riv. to Ridge Hill, Mass., 2 miles; other branches, 1½ miles; total owned, 326 miles. Leased—Franklin to Valley Falls, 14 miles; Vernon to Rockville, 4 miles; Springfield to E. Hartford, &c., 34 miles; Norwich & Worcester RR., 66 miles; total leased, 119 miles; also has running arrangements over 26 miles more. Total, 471 miles. Controls Norwich & N. Y. Steamer line.

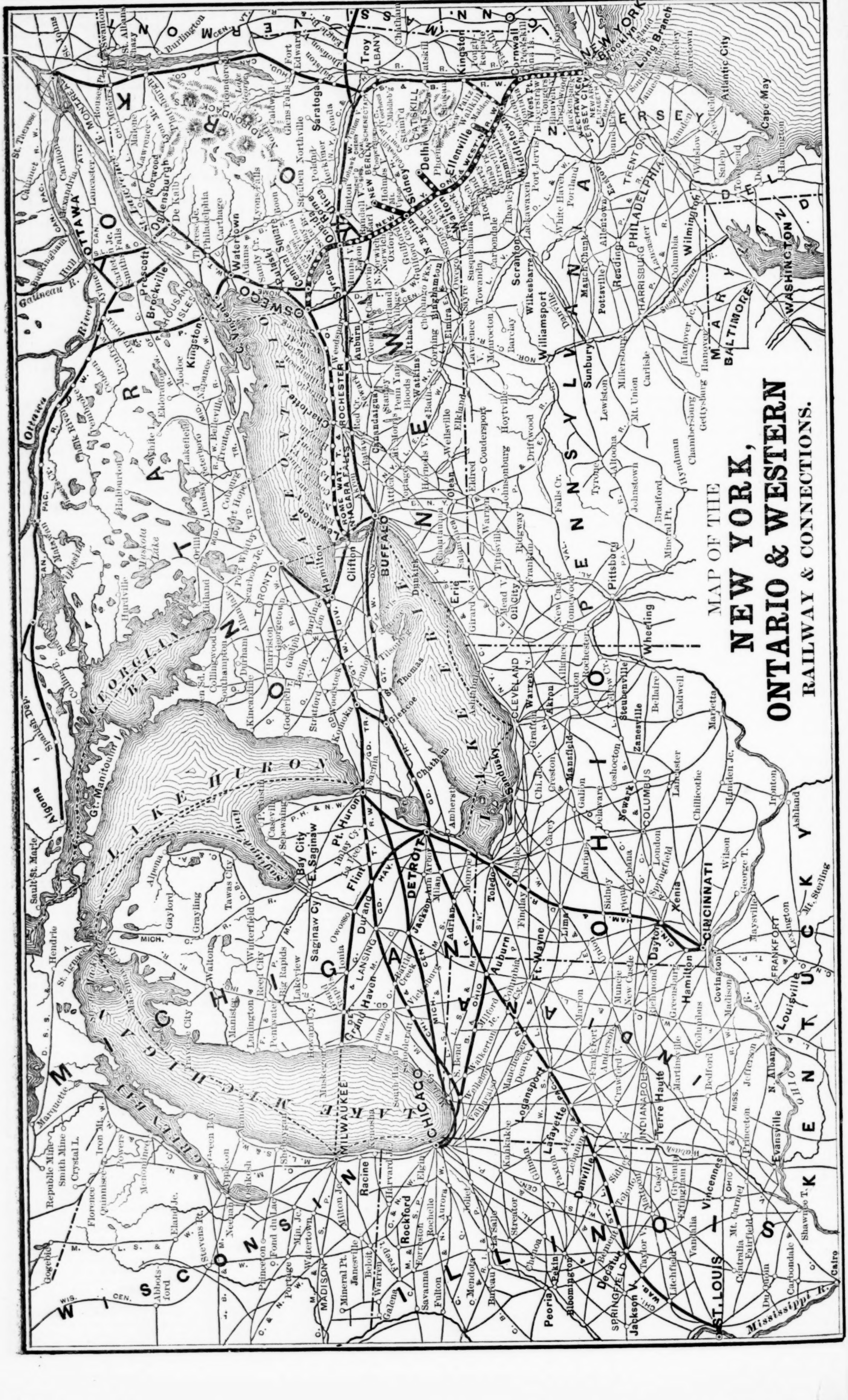
The former Boston Hartford & Erie Railroad became insolvent and was succeeded by this company, formed in 1873. In 1878-79 the company acquired the Hartford Prov. & Fishkill RR. Since the completion of the line to Fishkill on the Hudson in 1883, the through traffic rates have been demoralized, and the N. Y. & New England has not yet realized the full benefit of that extension.

On January 1, 1884, Mr. C. P. Clark, the President, was appointed the receiver, and so remained till Jan. 1, 1886, when the road was returned to its owners. For the car trust bonds 2d mortg. bonds were issued, bearing 3 per cent to Feb. 1890, 5 per cent to Feb 1892 and 6 for balance of term. In 1885 $2,000,000 of 7 p. c. cumulative preferred stock at par taken by stockholders and others cleared off the floating debt.

Gross earnings for six months from Oct. 1, 1886, $2,018,881, against $1,816,078 in 1885-86; net, $689,224, against $638,352.

For quarter ending Dec. 31 gross earnings were $1,042,169, against $950,540; net $350,279, against $369,071; surplus over charges, $110,170, against a deficiency of $64,666 in 1885.

See annual report for year ending Sept. 30, 1886, in V. 43, p. 70. Operations, &c., for four years past were:


MAP OF THE
NEW YORK,
ONTARIO & WESTERN
RAILWAY & CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
New York Penn. & Ohio—Prior lien bonds, gold, $&£	432	1880	$500&c.	$8,000,000	6 g.	M. & S.	London and New York.	March 1, 1895
1st mort., gold (no foreclosure till 1895.) $ & £ ..	432	1880	500 &c.	44,236,000	7 g.	J. & J.	do do	July 1, 1905
2d mortgage, incomes, $ & £	432	1880	500 &c.	14,500,000	5 g.	M. & N.	do do	May 1, 1910
3d mortgage, incomes, $ & £	432	1880	500 &c.	50,000,000	5 g.	M. & N.	do do	May, 1915
N. Y. Phila. & Norfolk—1st mortgage, gold	112	1883	1,000	1,848,000	6 g.	J. & J.	Philadelphia.	Jan. 1, 1923
Income mortgage, non cumulative	....	1883	1,000	1,000,000	6	....	do do	Oct. 1, 1933
N. Y. Prov. & Boston—(Stonington)—Stock	82	....	100	3,000,000	2½	Q—Feb.	N. Y., Central Trust Co.	May 10, 1887
First mortgage	50	1869	1,000	1,000,000	7	J. & J.	do do	July 1, 1899
1st mortgage (Stonington to New London)	12	1881	1,000	300,000	4	A. & O.	do do	April 1, 1901
N Y. Susquch. & Western—1st mort., Midland of N. J.	73	1880	500 &c.	3,500,000	6	A. & O.	N. Y., Nat. Park Bank.	April 1, 1910
Mortgage, gold, on Paterson Extension	....	1881	1,000	250,000	6 g.	J. & D.	.....	1911
New first mort., gold (2d M. on 72 miles)	134	1887	1,000	3,750,000	5 g.	J. & J.	.....	Jan. 1, 1937
New 2d mort. (for $1,000,000)	....	1887	....	634,000	4½	F. & A.	.....	Feb. 1, 1937
N. Y. Tex. & Mex.—1st M., gold	....	1882	500	1,518,000	4 g.	A. & O.	N. Y., So. Pac. Co.	Oct. 1, 1912
N.Y. Woodhaven & Rockaway—1st mortgage, coup.	16	1882	1,000	600,000	6 g.	J. & J.	Treasurer's Office.	Jan. 1, 1902
Income bonds, non-cumulative, reg	....	1885	....	1,000,000	6	....	.....	Jan. 1, 1912
Car trusts, secured by 1st mortga e bonds	....	....	....	180,213	6	F. & A.	....	Aug. 1, 1890
Niagara Bridge & Canandaigua—Stock	100	....	100	1,000,000	3	A. & O.	N. Y., Cent. RR. Office.	April 1, 1887
Norfolk Southern—1st mortgage, gold	75	1880	1,000	900,000	6 g.	M. & S.	Int.fund. from Sep.1,'84	Sept. 1, 1920
2d mortgage, income (not cumulative)	75	1881	1,000	1,000,000	6	Yearly.	.....	Jan. 1, 1970
2d mortgage debenture	....	1881	1,000	250,000	6	A. & O.	Int.fund. from Sep.1,'84	Oct. 1, 1921
Funded int. bonds ($270,000 secured by coupons)	....	'80-'82	300	345,000	6	Various	.....	1920 &1921
Norfolk & Western.—Common stock	533	....	100	7,000,000	....	....	.....	.....
Preferred (6 per cent) stock	533	....	100	22,000,000	3½ scrip.	....	.....	Jan. 15, 1884
General mortgag. gold (for $11,000,000)	428	1881	1,000	6,907,000	6 g.	M. & N.	N. Y. and Philadelphia.	May 1, 1931
1st M., gold, on New Riv. div. (coup. or reg.)	108	1882	1,000	2,000,000	6 g.	A. & O.	do do	April 1, 1932
Improv. & Ext. mort., gold, ($8,000,000 author'd)	533	1883	1,000	3,500,000	6 g.	F. & A.	do do	Feb. 1, 1934
Adjustment mort., gold (red'ble after '94 at 110).	533	1884	1,000	1,500,000	7 g.	Q.—M.	New York and Phila.	Dec. 1, 1924
1st mortg. on Clinch Valley Div	115	1887	1,000	2,500,000	5	....	.....	1957

INCOME ACCOUNT.	1882-83.	1883-84.	1884-85.	1885-86.
Receipts—	$	$	$	$
Gross earnings	3,568,653	3,337,901	3,288,946	3,863,994
Net earnings	382,277	396,276	987,231	1,243,389
Other receipts	3,204	31,846	23,473	35,411
Total income	385,481	428,122	1,010,704	1,278,800
Disbursements—				
Rentals paid	74,844	88,903	130,132	66,235
Interest on bonds*	848,064	916,273	933,221	964,629
Int. on floating debt	7,594	10,113	28,769	94,269
Int. on car tr's & x mis.	86,582	82,103	32,041	9,507
7 per cent dividend	.....	.....	.....	133,000
Tot'l disb'ments	1,017,084	1,097,397	1,124,166	1,267,640
Balance	def. 631,603	def. 669,275	def. 113,459	sur. 11,160

*Including int. on Terminals and *full interest* on bon is each year.

—(V. 42, p. 60, 61, 156, 187, 243, 304, 393, 431, 463, 487, 575, 596, 694; V. 43, p. 23, 103, 132, 162, 274, 399, 459, 548, 635, **670**, 672, 746, 766; V. 44, p. 22, 149, 185, 276, 308, 344, 525, 551.)

New York New Haven & Hartford.—Owns from Harlem June. N. Y., to Springfield, Mass., 123 miles; branches to New Britain, Middletown and Suffield, 18 miles, leased—Harlem & Portchester RR., 12 miles; Shore Line RR., 50 miles; Boston & New York Air Line and branch, 54 miles; Stamford & New Canaan Road, 8 miles—total operated, 264 miles. This was a consolidation July 24, 1872, of the New York & New Haven and the Hartford & New Haven railroads. The company uses the N. Y. & Har. RR. from Williamsbridge into N. Y. City and pays a large rent therefor. The company leases the Harlem River & Portchester Railroad, and guarantees the bonds. In November, 1882, the lease of the N. Y. & Boston Air Line for 99 years at 4 per cent per annum on the preferred stock was made. In Sept., 1882, the stock of the Hart. & Conn. Val. road was purchased. In April, 1881, a controlling interest was bought in the N. Haven & Northampton RR. stock by parties in the interest of this company. In 1883 the mortgage for $5,000,000 at 4 per cent was authorized, to be issued as required in making improvements on the main line. Fiscal year ends September 30.

For the six months ending March 31 gross earnings were $3,624,689 in 1886-7, against $3,480,494 in 1885-6; net, $1,298,278, against $1,233,950; surplus over fixed charges, $878,363, against $835,152. Annual report for 1885-6 was in V. 44, p. 58.

	1883-4.	1884-5.	1885-6.
	$	$	$
Gross earnings	6,887,259	6,895,824	7,601,946
Operating expenses	4,655,044	4,449,288	4,775,820
Net earnings	2,232,245	2,446,536	2,826,126
Disbursements—			
Rentals paid	422,992	425,668	442,876
Interest on debt	250,052	250,000	250,000
Total	673,044	675,668	692,876
Surplus for dividends	1,559,171	1,770,868	2,133,250
Dividends paid	1,550,000	1,550,000	1,550,000
Balance	9,171	220,868	583,250

—(V. 42, p. 59, 243, 575; V. 43, p. 163, 603; V. 44, p. 58, 212, 495, 586, 653.)

New York Ontario & Western.—(*See Map*)—Owns from Oswego, N Y., to Cornwall, N. Y., 273 miles; branches to New Berlin, 22 miles; to Delhi, 17 miles; to Ellenville, 8 miles; total owned, 340 miles; leases Randallsville to Utica, 32 miles, and Clinton to Rome, 12 miles. By contract has right over West Shore RR. from Cornwall to Weehawken, 53 miles; total operated, 417 miles.

In May, 1886, made the agreement with the D. & H. Canal Co. for operation of the U. C. & Bing. and the Rome & Clin. roads for 30 years on a percentage basis.

This was the New York & Oswego Midland. Main line was opened July, 1871. Default was made in 1873. The main line was sold in foreclosure Nov. 14, 1879. Present company organized January 22, 1880.

Of the $4,000,000 of 6 per cent first mortgage bonds $2,000,000 were used to retire the preferred stock, of which $73,000 was outstanding October, 1886. By agreement with the new West Shore Co. in January, 1886, the N. Y. O. & W. took title to the road, Middleton to Cornwall, and a right to run its trains over the West Shore from Cornwall to Weehawken by payment of a fixed sum per mile for trackage.

Gross earnings from Oct. 1 to March 31 were $613,647 in 1886-7, against $737,708 in 1885-6; net, $50,431, against $62,707.

In the year ending Sept. 30, 1886, gross earnings were $1,492,851; net, $221,999. See annual report in V. 43, p. 606.

For the six months ending March 31, gross earnings were $613,646 in 1886-7, against $737,708 in 1885-6; net, $80,930, against $102,306; def. under charges, $40,670, against a surplus of $12,588. (V. 42, p. 93, 123, 125, 272, 304, 387, 394, 664; V. 43, p. **606**, 619; V. 44, p. 212, 276, 308, 434, 451, 654.)

New York Pennsylvania & Ohio.—Owns from Salamanca, N. Y., to Dayton, O., 388 miles; branches—to Oil City, 34 miles; to Silver Creek, O., 2 miles; total owned, 424 miles. Leased lines—Cleve. & Mahon. RR., 81 m.; Niles & New Lisbon RR., 36 m.; other small branches, 32 m.; total operated, 573 miles. Changed to standard gauge June, 1880. Formerly Atlantic & Great Western Railway. Sold July 1, 1871, and leased to Erie on May 1, 1874, but lease not carried out. Again sold Jan. 6, 1880, and reorganized by a London committee of stock and bond holders. (See V. 30, p. 143.)

Five trustees exercise the voting power of the new stock until the third mort. bondholders receive 7 per cent interest in cash during three years. The first mortgage bonds bear 7 per cent, whatever portion of this that may not be earned to be payable in deferred warrants, to be capitalized in bonds of the same class; payment of interest to become absolute not later than July 1, 1895, and until July 1, 1895, the right to foreclose the mortgage is suspended. On the second and third mortgages there is no right to sue the company or to foreclose. The stock is—preferred $10,000,000; common, $34,999,350. The deferred warrants Dec. 31, '86, were $5,502,176. Bonds above are also secured on leasehold estates.

From May 1, 1883, leased to N. Y. Lake Erie & Western. The rental will be 32 per cent of all gross earnings up to $6,000,000, and 50 per cent of all gross earnings above $6,000,000, or until the gross earnings are $7,200,000, and then 35 per cent of all earnings. But if 32 per cent of the gross earnings should ever be less than a specified minimum sum of $1,757,055 to be paid yearly, then the deficit is to be made up without interest out of the excess in any subsequent year. Out of the rental paid, the N. Y. P. & O. has to pay its interest and rentals, and a payment of $260,346 a year to the car trust.

Earnings for year ending Sept. 30, 1886, $6,161,107; net, $2,011,522; rental to N. Y. P. & O., $2,001,401; surplus of N. Y. P. & O. after all payments, $9,876. See V. 44, p. 342, 370.)

New York Philadelphia & Norfolk.—Operates from Delmar, Del., to Cape Charles, Va., 95 miles, and King's Creek, Md., to Crisfield, 17 miles; total, 112 miles. Successor of the Peninsula RR. Co. of Va., Jan. 1, 1884, purchased the Eastern Shore (Md.) RR., Delmar to Crisfield, 38 miles. Capital stock, $1,714,375. There is also a 6 per cent bottomry mortgage for $225,000 due in 1887. Gross earnings in 1884, $123,526; net, $50,256; interest on bonds, $55,920. Gross in 1885 $313,148; net, $18,500; interest, $120,007. A. J. Cassatt, Pres., Phila.

New York Providence & Boston.—Owns from Providence, R. I., to Groton, Conn., 62 miles; Warwick RR., 10 miles; Pontiac branch, 4½ miles; operates also Pawtuxet branch roads, 5½ miles; total operated, 82 miles. Owns a majority interest in the Providence & Stonington Steamship Line, which has a capital of $1,400,000. Gross earnings in 1885-86, $1,237,120, against $1,139,886 in 1884-85; net earnings, $376,073, against $378,370. (V. 43, p. **745**.)

New York Susquehanna & Western.—Jersey City to Grave Place, 101 miles; Two Bridges, N. J., to Unionville, N. Y., 21 miles; other branches, 12 miles; leased—Unionville, N. Y., to Middletown, N. Y., 14 miles; Lodi Br., 2 miles; Penn. RR. trackage, 3 miles; Passaic Br., 3 miles; total, 155 miles.

The New Jersey Midland was sold in foreclosure Feb. 21, 1880, and the Midland of New Jersey was organized. The New York Susquehanna & Western was a consolidation in June, 1881, of the Midland of New Jersey and other railroads. Stock common is $13,000,000; preferred (cumulative 6 per cent), $8,000,000. The New Jersey Midland junior securities were exchangeable into stock of this company on certain terms, and the exchanges up to Jan. 1, 1887, left $1,844,474 of the old stock, income bonds and scrip not yet exchanged.

In Dec., 1886, new 5 per cent bonds were proposed, to exchange for the first mortgage bonds and coupon scrip, and the exchange was generally accepted by bondholders, making the debt as above given. (See annual report V. 44, p. 619.)

Gross earnings from Jan. 1 to March 31 were $295,475 in 1887, against $245,211 in 1886; net, $139,143, against $106,869.

Income account has been as follows:

INCOME ACCOUNT.	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Total gross earnings	1,038,656	1,034,208	1,092,355	1,129,441
Net earnings	400,065	416,521	474,835	457,286
Other income	.....	.....	.....	44,023
Total	400,065	416,521	474,835	501,309
Disbursements—				
Interest on bonds	382,500	411,000	*327,095	*327,765
Rentals	.....	25,000	25,000	29,500
Car trust obligations	.....	83,192	†92,352	155,919
Total disbursements	382,500	519 192	439,447	513,184
Balance	sur. 17,565	df.102,671	sur. 35,388	df. 11,875

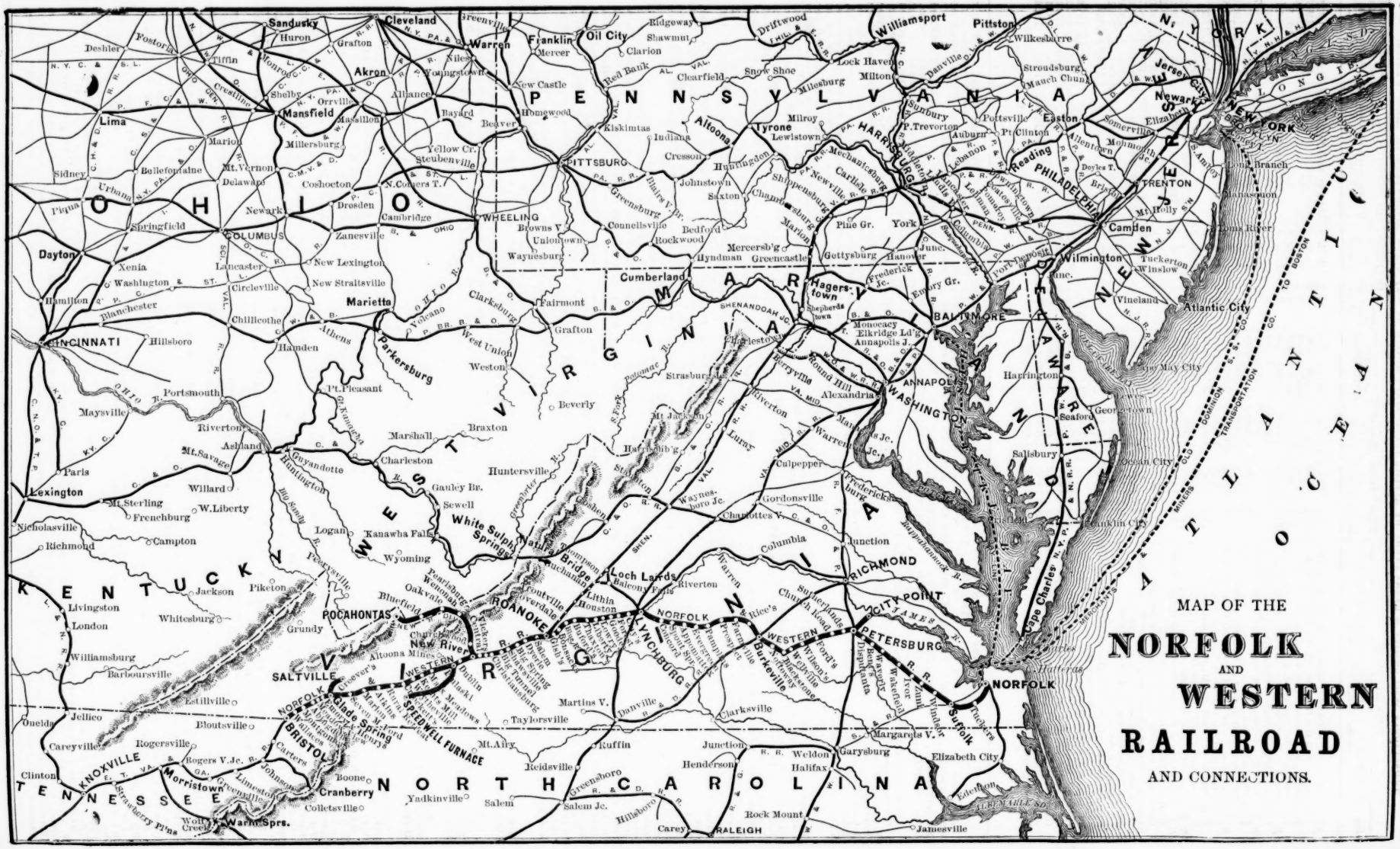
* Half interest only paid on N. Y. Sus. & W. firsts and debentures.

† The car trusts accrued during the year amounted to $117,552, of which payment of $25,200 was deferred.

—(V 43, p. 335, 368, 516, 672, 746; V. 44, p. 22, 149, 308 **619**.)

New York Texas & Mexican. Line projected from Rosenburg Junction, Texas, to Brownsville, 350 miles. Completed Rosenberg to Victoria, 92 miles. Stock, $814,800. There are also $75,500 6s yet outstanding. In September, 1886, sold to So. Devel. Co. and is operated by the So. Pacific. In 1886 gross earnings were $158,858; net, $3,006. (V. 42, p. 243; V. 43, p. 133, 163; V. 44, p. 335, 344.)

New York Woodhaven & Rockaway.—Owns from Glendale Junction to Rockaway Beach, 10¾ miles; leased—Glendale Junction to Long Island City, 6½ miles; Fresh Pond to Bushwick, 2½ miles; Wood-


MAP OF THE
NORFOLK
AND
WESTERN
RAILROAD
AND CONNECTIONS.
OHIO
PENNSYLVANIA
WEST VIRGINIA
MARYLAND
DELAWARE
NEW JERSEY
NEW YORK
KENTUCKY
VIRGINIA
TENNESSEE
NORTH CAROLINA
ATLANTIC OCEAN
Sandusky
Cleveland
Warren
Franklin
Oil City
Williamsport
Pittston
Lima
Mansfield
Akron
Pittsburg
Altoona
Harrisburg
Reading
Philadelphia
Trenton
Newark
Camden
Wilmington
Dayton
Columbus
Zanesville
Wheeling
Cumberland
Hagerstown
Baltimore
Atlantic City
Cincinnati
Parkersburg
Marietta
Washington
Annapolis
Lexington
Huntington
Kanawha Falls
White Sulphur Springs
Richmond
Norfolk
Petersburg
City Point
Pocahontas
Roanoke
Lynchburg
Saltville
Bristol
Knoxville
Morristown
Speedwell Furnace
Glade Spring
Cranberry
Warm Sprs.
Raleigh
Salisbury
Ocean City
Cape Charles
Franklin City
Seaford
Georgetown
Harrington
Milford
Dover
Wilmington
Tuckerton
Winslow
Vineland
Long Branch
Asbury Park
Point Pleasant
Toms River
Mt Holly
Camden
Trenton
Easton
Allentown
Reading
Lebanon
Harrisburg
Carlisle
Chambersburg
Gettysburg
Hanover
York
Lancaster
Columbia
Frederick
Hagerstown
Shepherdstown
Martinsburg
Cumberland
Connellsville
Uniontown
Brownsville
Waynesburg
Greensburg
Johnstown
Altoona
Tyrone
Lewistown
Milroy
Mifflin
Lock Haven
Williamsport
Driftwood
Ridgway
Shawmut
Clarion
Red Bank
Clearfield
Snow Shoe
Milesburg
Bellefonte
Tyrone
Kiskiminetas
Indiana
Cresson
Hollidaysburg
Huntingdon
Shippensburg
Newville
Mercersburg
Greencastle
Hyndman
Bedford
Rockwood
Sixton
Chambersburg
Pine Gr.
York
Junc.
Hanover
Gettysburg
Frederick Jc.
Emory Gr.
Shepherds town
Monocacy
Elkridge Ld'g
Annapolis J.
Baltimore
Washington
Alexandria
Round Hill
Harrisburg
Mt Jackson
Strasburg
Shenandoah Jc.
Charlestown
Harpers Ferry
Riverton
Luray
Culpeper
Gordonsville
Charlottesville
Orange
Fredericksburg
Quantico
Potomac R.
Rappahannock R.
Junction
Columbia
Warren
Loch Lands
Balcony Falls
Lithia
Houston
Riverton
Norfolk & Rice's
Church Road
Sutherlands
Petersburg
Western
Burkeville
Wilson's
Ford's
Prince George C.H.
Disputanta
Warwick
Ivor
Zuni
Windsor
Wakefield
Suffolk
Norfolk
Portsmouth
Pinners Point
Hatteras
Cape Charles
Franklin City
Seaford
Georgetown
Ocean City
Salisbury
Harrington
Milford
Dover
Wilmington
Tuckerton
Winslow
Vineland
Atlantic City
Long Branch
Asbury Park
Point Pleasant
Toms River
Mt Holly
Camden
Trenton
Easton
Allentown
Reading
Lebanon
Harrisburg
Carlisle
Chambersburg
Gettysburg
Hanover
York
Lancaster
Columbia
Frederick
Hagerstown
Shepherdstown
Martinsburg
Cumberland
Connellsville
Uniontown
Brownsville
Waynesburg
Greensburg
Johnstown
Altoona
Tyrone
Lewistown
Milroy
Mifflin
Lock Haven
Williamsport
Driftwood
Ridgway
Shawmut
Clarion
Red Bank
Clearfield
Snow Shoe
Milesburg
Bellefonte
Tyrone
Kiskiminetas
Indiana
Cresson
Hollidaysburg
Huntingdon
Shippensburg
Newville
Mercersburg
Greencastle
Hyndman
Bedford
Rockwood
Sixton
Chambersburg
Pine Gr.
York
Junc.
Hanover
Gettysburg
Frederick Jc.
Emory Gr.
Shepherds town
Monocacy
Elkridge Ld'g
Annapolis J.
Baltimore
Washington
Alexandria
Round Hill
Harrisburg
Mt Jackson
Strasburg
Shenandoah Jc.
Charlestown
Harpers Ferry
Riverton
Luray
Culpeper
Gordonsville
Charlottesville
Orange
Fredericksburg
Quantico
Potomac R.
Rappahannock R.
Junction
Columbia
Warren
Loch Lands
Balcony Falls
Lithia
Houston
Riverton
Norfolk & Rice's
Church Road
Sutherlands
Petersburg
Western
Burkeville
Wilson's
Ford's
Prince George C.H.
Disputanta
Warwick
Ivor
Zuni
Windsor
Wakefield
Suffolk
Norfolk
Portsmouth
Pinners Point
Hatteras
Cape Charles
Franklin City
Seaford
Georgetown
Ocean City
Salisbury
Harrington
Milford
Dover
Wilmington
Tuckerton
Winslow
Vineland
Atlantic City
Long Branch
Asbury Park
Point Pleasant
Toms River
Mt Holly
Camden
Trenton
Easton
Allentown
Reading
Lebanon
Harrisburg
Carlisle
Chambersburg
Gettysburg
Hanover
York
Lancaster
Columbia
Frederick
Hagerstown
Shepherdstown
Martinsburg
Cumberland
Connellsville
Uniontown
Brownsville
Waynesburg
Greensburg
Johnstown
Altoona
Tyrone
Lewistown
Milroy
Mifflin
Lock Haven
Williamsport
Driftwood
Ridgway
Shawmut
Clarion
Red Bank
Clearfield
Snow Shoe
Milesburg
Bellefonte
Tyrone
Kiskiminetas
Indiana
Cresson
Hollidaysburg
Huntingdon
Shippensburg
Newville
Mercersburg
Greencastle
Hyndman
Bedford
Rockwood
Sixton
Chambersburg
Pine Gr.
York
Junc.
Hanover
Gettysburg
Frederick Jc.
Emory Gr.
Shepherds town
Monocacy
Elkridge Ld'g
Annapolis J.
Baltimore
Washington
Alexandria
Round Hill
Harrisburg
Mt Jackson
Strasburg
Shenandoah Jc.
Charlestown
Harpers Ferry
Riverton
Luray
Culpeper
Gordonsville
Charlottesville
Orange
Fredericksburg
Quantico
Potomac R.
Rappahannock R.
Junction
Columbia
Warren
Loch Lands
Balcony Falls
Lithia
Houston
Riverton
Norfolk & Rice's
Church Road
Sutherlands
Petersburg
Western
Burkeville
Wilson's
Ford's
Prince George C.H.
Disputanta
Warwick
Ivor
Zuni
Windsor
Wakefield
Suffolk
Norfolk
Portsmouth
Pinners Point
Hatteras

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Norfolk & Western—(Continued)—Car trust	....	Var's	$....	$1,297,642	....	M'nthly	New York & Phila.	Various.
Convertible debent'res (red'ble on 30 days' notice)	....	1884	500	525,000	6	J. & J.	Philadelphia Office.	Jan. 15, 1894
Norfolk & Petersburg—2d mort.	81	1868	1,000	496,000	8	J. & J.	N. Y. and Philadelphia.	July 1, 1893
South Side—1st pref. con. M. (ext. in '85 and '86)	133	1866	1,000	503,000	5, 6 & 8	J. & J.	do do	1888 to 1900
do 2d do guar. Petersb'rg	133	1866	200 &c.	395,300	5 & 6	J. & J.	do do	1888 to 1900.
do 3d do	133	1866	200 &c.	452,800	6	J. & J.	do do	Jan.1,'96-1900
Virginia & Tenn.—Enlarged mort. (extend'd in '84)	214	1854	1,000	990,000	5	J. & J.	do do	June 30, 1900
do do 4th mortgage	214	1865	1,000	1,000,000	8	J. & J.	do do	Mch. 1, 1900
North Carolina—Stock, common	223	....	100	3,000,000	3	M. & S.	Company Shops, N. C.	Mar. 7, 1887
Preferred stock	223	....	100	1,000,000	3	M. & S.	do do	Mar. 7, 1887
Mortgage bonds	223	'67-'68	500	210,000	8	M. & N.	do do	Nov., 1888
North Pacific Coast—1st and 2d mortgages	76	1881	....	1,100,000	6	M. & N.	.....	Nov. 1, 1901
1st mort. North Pacific Coast Extension Co.	....	....	....	150,000	....	J. & J.	....	Jan. 2. 1889
North Pennsylvania—Stock, guar.	88	....	50	4,399,750	2	Q.—F.	Philadelphia Office.	May 25, 1887
2d mortgage	56	....	500 &c.	1,500,000	7	M. & N.	do do	May 1, 1896
General mortgage bonds	....	....	....	4,169,500	7	J. & J.	do do	1903
Bonds secured by $1,200,000 stock	....	1881	....	1,200,000	3	M. & S.	do do	Sept. 1, 1905
Northeastern (S. C.)—Stock	140	....	50	899,350	6	....	.....	In 1884-5
1st mortgage	102	1869	500	820,000	8	M. & S.	Charleston, Office.	Sept. 1, 1899
2d mortgage	102	1869	500	322,000	8	M. & S.	do do	Sept. 1, 1899
Consol. mort., gold (for $1,836,000)	....	1883	1,000	694,000	6 g.	J. & J.	N. Y., John Paton & Co.	Jan. 1, 1933
Northern (Cal.)—1st mortgage ($6,300,000), gold	149	1877	1,000	3,964,000	6 g.	J. & J.	Central Pacific RR.	Jan. 1, 1907
San Pablo & Tulare—1st mort. ($3,750,000)	47	1878	1,000	1,023,000	6	A. & O.	do do	April 1, 1908
Northern, N. H.—Stock	83	....	100	3,068,400	3	J. & D.	Bost.,Conc'd or Leban'n	May 2, 1887
Northern Central—Stock	323	....	50	6,500,000	4	J. & J.	Baltimore & Philadel.	Jan. 15, 1887
1st mortgage, State (Maryland) loan	138	....	....	1,500,000	6	Q.—J.	Annapolis.	Irredeemable.
2d mortgage, coupon	138	1865	500 &c.	1,126,000	6 g.	A. & O.	Baltimore & Philadel.	April 1, 1900
Consolidated mortgage, gold, coupon	138	1868	1,000	2,599,000	6	J. & J.	Baltimore.	July 1, 1900
Consolidated mortgage, gold, registered	138	1868	1,000	205,000	6 g.	A. & O.	do	July 1, 1900
Consol. gen. mort., gold, s. f., coup., £ or $ A & B	138	1874-5	1,000	2,366,000	6 g.	J. & J.	London & Baltimore.	July 1, 1904
do do gold, coup. $ C & D	....	1876-7	1,000	2,000,000	6 g.	J. & J.	Baltimore.	July 1, 1904
do do do do E	....	1885	1,000	1,220,000	4½g.	A. & O.	do	April 1, 1925

haven to Brooklyn, 6½ miles; total operated, 26¼ miles. The stock is $1,000,000. In Nov., 1886, it was agreed to assess the stock 5 per cent, income bonds 10 per cent, and to increase the mort. bonds to $1,000,000 at 5 per cent. Foreclosure is to be made and new securities issued as follows: $1,000,000 1st mort. bonds, $1,000,000 income bonds and $1,000,000 stock. See V. 43, p. 672. In 1885-6 gross earnings were $111,946; net, $20,255; interest and taxes, $46,686; balance, def., $26,431. In September, 1886, went under Corbin management. J. D. Campbell, Secretary of committee, 115 Broadway. (V. 43, p. 217, 245, 335, 672, 434.)

Niagara Bridge & Canandaigua.—Owns from Canandaigua to Suspension Bridge, N. Y., and branch, 100 miles. The road is leased in perpetuity to the New York Central & Hudson at $60,000 per annum, with right of lessee to commute by payment of a gross sum of $1,000,000.

Norfolk Southern.—Formerly the Elizabeth City & Norfolk. Name changed Feb. 1, 1883. Owns from Norfolk, Va., to Edenton, N. C., 73 miles. Capital stock, $1,000,000. The holders of 1st mort. and debenture bonds funded their interest for five years, Sept. and Oct., 1884, to March and April, 1889, respectively. Gross earnings in 1885, $206,310; net, $71,165; surplus over all payments, $6,953.

Norfolk & Western.—*(See Map.)*—Owns from Norfolk, Va., to Petersburg, Va., 81 miles; Petersburg, Va., to Lynchburg, Va. 123 miles, Lynchburg, Va., to Bristol, 204 miles; branches—Petersb'g to City Point, Va., 10 miles; Junction to Saltville, Va., 10 miles; New River Division, 75 miles; coal mine branches, 8 miles; Cripple Creek extension, 23 miles; total operated Dec. 31, 1886, 533 miles.

The Atlantic Mississippi & Ohio RR. Co. was a consolidation of Norfolk & Petersburg, South Side and the Virginia & Tennessee roads, in all of which the State of Virginia had an interest for loans made to them. Default on the Atlantic Mississippi & Ohio consolidated bonds was made October 1, 1873, and the road was sold in foreclosure Feb. 10, 1881, and was reorganized as the Norfolk & Western. Of the general mortgage, enough is reserved to take up prior liens.

In May, 1887, the negotiations for sale of $2,500,000 bonds on the Clinch Valley Division (connecting with Louisville & Nashville) and $4,000,000 pref. stock were referred to in V. 44, p. 654.

The management of the company has been active in extending and improving the property, and in 1887 the above named line is in progress to connect with the Louisville & Nashville.

Gross earnings for three months from Jan. 1, 1887, were $901,079, against $718,002 in 1886; net, $364,444, against $282,930.

The annual report for 1886 was published in the CHRONICLE, V. 44, pp. 493, 496. The earnings and expenses for four years were:

	1883.	1884.	1885.	1886.
Miles operated	503	503	510	533
Operations—				
Passenger mileage	16,285,288	19,213,251	19,151,534	19,580,000
Rate per pass. per m.	3·815 cts.	3·362 cts.	3·027 cts.	3·122 cts.
Freight (tons) mil'ge	155,521,709	171,773,275	295,788,872	403,008,908
Rate per ton per m.	1·409 cts.	1·202 cts.	0·741 cts.	0·655 cts.
Earnings—	$	$	$	$
Passenger	485,805	521,192	458,445	486,231
Freight	2,181,711	2,025,087	2,138,120	2,590,827
Mail, express, &c.	145,260	164,875	174,555	174,998
Total gross earn's.	2,812,776	2,711,154	2,771,120	3,252,056
Operating expenses.	1,509,574	1,516,858	1,619,291	1,960,910
Net earnings	1,303,202	1,194,296	1,121,829	1,291,146
P.c. of op. ex. to earn	53·7	55·9	60·0	60·29

INCOME ACCOUNT.	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	1,303,202	1,194,296	1,121,829	1,291,146
Other receipts	.....	.....	.....	34,303
Total income	1,303,202	1,194,296	1,121,829	1,325,449
Disbursements—	$	$	$	$
Inter. on bonds, &c.	810,792	953,436	1,139,991	1,184,547
Dividends	525,000	.....	.....	.....
Miscellaneous	.....	.....	55,699	9,239
Total disbursem'ts.	1,335,792	953,436	1,195,690	1,193,786
Balance for year	def.32,590	sur.240,860	def. 73,861	sur. 131,663

—(V. 42, p. 22, 61, 187, 207, 304, 431, **516**, 549, 664, 728; V. 43, p. 23, 132, 274, 399, 516, 635, 672, 718; V. 44, p. 22, 149, 212, 309, 335, 401, 434, 458, 482, **493**, **496**, 586, 654.)

North Carolina.—Owns from Goldsboro to Charlotte, N. C., 223 m. The property was leased Sept. 11, 1871, to the Richmond & Danville Railroad for 30 years at a rental of $260,000 per year. Dividends of 6 per cent are paid on the stock, of which the State of North Carolina holds $3,000,000, and the dividends thus received by the State are applied to her bonds issued to the North Carolina RR. Rental, &c., in 1885-86, $273,729; expenses, $24,322; balance, $249,407.

North Pacific Coast.—Owns from Saucelito to Moscow Mills, Cal., 73 miles branch to San Rafael, 2 miles; leased, San Rafael to San Quentin, 4 miles; and Duncan's Mills to Ingram, 7 miles; total operated, 86 miles. Stock, $2,500,000. Earnings in 1885, $289,557 net, $54,998.

North Pennsylvania.—Owns from Philadelphia, Pa., to Bethlehem, Pa., 56 miles; branches—Jenkint'n to Dela. River, 20 miles; Lansdale to Doylestown, 10 miles; Iron Hill to Shimersville, 2 miles; total operated, 88 miles. The Northeast Penn. and the Stony Creek roads are operated under contract. In May, 1879, was leased to Phila. & Reading at 6@7 p. c. on stock till 1883, and 8 per cent thereafter.

Northeastern (S. C.)—Owns from Charleston, S. C., to Florence, S. C., 102 miles. Leased jointly, Lane, S. C., to Sumter, S. C., 38 miles. Total operated, 140 miles. This company has earned the interest on its bonds, with a good surplus. In Nov., 1882, the above consol. mortgage was authorized, of which $1,142,000 to be held to retire debts of prior lien. In 1883-84 gross earnings were $569,470; net, $164,946; in 1884-5 gross, $570,058 net, $162,819; in 1885-86, gross, $558,633; net, $121,765. (V. 42, p. **21**; V. 43, p. **717.**)

Northern (California).—Owns from West Oakland to Martinez, 31 miles; Benicia to Suisun, 16 miles; Woodland to Tehama, 101 miles; leased, San Pablo & Tulare RR.—Martinez to Tracy City, 47 miles; total operated, 195 miles. Completed in 1878 and is leased to the Central Pacific till Jan. 1, 1907, at a rental of $40,000 per month and guar. of principal and interest of bonds for Northern; and San Pablo & T. leased till 1908 for $13,800 per month and guar. of princ. and int. of bonds. In 1881 8 per cent dividend paid; in 1882, 1¾; in 1883, 3½. The Northern stock is $6,190,500—authorized, $8,400,000, and San P. & T. stock $1,861,000. W. V. Huntington, President. San Francisco.

Northern, New Hampshire.—Owns from Concord, N. H., to West Lebanon, N. H., 70 miles; branch, Franklin, N. H., to Bristol, N. H., 13 miles; total, 83 miles. Leased to Boston & Lowell at 5 per cent per year on stock. In March, 1887, the Supreme Court of New Hampshire held the lease to be invalid. In 1886-7, net income from rental and interest account was $210,275; dividends of 6 per cent, $179,838. The only liabilities are a guaranty of $500,000 Concord & Claremont Railroad bonds, of which the Northern RR. owns $200,500. (V. 42, p. 694, **752**; V. 43, p. 184; V. 44, p. 370, 544.)

Northern Central.—Owns from Baltimore, Md., to Sunbury, Pa., 139 miles; branch—Relay to Green Spring, 9 miles; leased—Shamokin Valley & Pottsville RR., 28 miles; Elmira & Williamsport Railroad, 78 miles; operated at cost—Chemung Railroad, 22 miles; Elmira Jefferson & Canandaigua RR., 47 miles—315 miles; track of New York Lake Erie & Western used 7 miles; total operated, 323 miles. This was a consolidation of several roads in Dec., 1854. The terms of the several leases will be found under the names of the leased roads. In February, 1882, purchased at par the stock of Union Railroad in Baltimore, $600'000, practically making that road a part of the Northern Central property, subject to its mortgages. The consolidated general mortgage (gold) of 1874 was for $10,000,000 to retire all prior bonds. Of the above bonds $2,366,000 are sterling or dollar, interest payable in London or Baltimore, and the balance are dollar bonds, interest in Baltimore.

Gross earnings for three months from Jan. 1 to March 31 were $1,517,959 in 1887, against $1,291,231 in 1886; net, $640,641, against $515,785.

The business of the company depends to a considerable extent on coal traffic. The fiscal year ends December 31, and the report for 1886 was in the CHRONICLE, V. 44, p. 273.

Income account for four years was as follows:

INCOME ACCOUNT.	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Gross earnings	6,088,130	5,521,876	5,490,923	5,474,617
Net earnings	2,256,525	2,053,482	2,235,309	1,931,949
Other receipts	246,843	263,829	254,070	277,348
Total income	2,503,368	2,317,311	2,489,379	2,209,297
Disbursements—	$	$	$	$
Rentals l's'd lines, &c*	557,313	461,761	442,203	446 997
Interest on debt†	881,180	935,014	931,272	903,041
Dividends	520,000	520,000	520,000	520.000
Rate of dividend	8	8	8	8
Miscellaneous	41,130	46,511	53,690	44,775
Tot. disbursements.	1,999,623	1,963,286	1,947,165	1,914,813
Balance, surplus	503,745	354,025	542,214	294,484

* Includes rent of roads and interest on equip. † Includes car trusts. —(V. 42, p. 156, **240**, 272, 387, 549, 664, 783; V. 43, p. 132, 245, 368, 516, 635, 774; V. 44 p. 83, 149, **273**, 276, 401.)

Northern of New Jersey.—Owns from Bergen, N. J., to Sparkill, N. Y., 21 miles; leased Sparkill to Nyack, 5 miles; total operated, 26 miles. This road was opened October 1, 1859. By contract of April, 1869, it is operated by New York Lake Erie & Western at 35 per cent of its gross earnings. It is understood the contract is terminable by either party on notice. Dividends are paid as earned on the rental. Gross receipts in 1885-6 $322,216; net deficit for year after payment of charges, sinking fund and dividends, $262. Gross in 1885, $317,458; surplus over interest, dividends, &c., $12,303. (V. 44, p. 118.)

Northern Pacific.—*(See Map.)*—LINE OF ROAD—On June 30, 1886, the mileage was made up as follows: Main line—Ashland, Wis., to Wallula Junction, Oregon, 1,739 miles; Duluth to Northern Pacific Junction, 23 miles; Portland to Eagle Gorge, 192 miles; South Prairie branch, 10 miles; Pasco junction to Ellensburg, 127 miles; Payallup Junction to

NORTHERN PACIFIC RAILROAD,
ITS BRANCHES & ALLIED LINES.
MAP OF THE
Railroads projected or in progress
BRITISH COLUMBIA
WASHINGTON
OREGON
IDAHO
MONTANA
NORTH DAKOTA
MINNESOTA
WISCONSIN
MICH.
NEVADA
CALIFORNIA
COLORADO
WYOMING
NEBRASKA
SOUTH DAKOTA
KANSAS
MANITOBA
ONTARIO
Portland
Tacoma
Seattle
Spokane
Helena
Missoula
Billings
Miles City
Glendive
Bismarck
Mandan
Minneapolis
St. Paul
Duluth
Wadena
Brainerd
Little Falls
Fargo
Grand Forks
Winnipeg
Chicago
Milwaukee
San Francisco
Sacramento
Salt Lake City
Ogden
Denver
Cheyenne
Omaha
Council Bluffs
Sioux City
St. Joseph
Kansas City
Topeka
Atchison
Leavenworth
St. Louis
Jefferson City
Springfield
Bismarck
Pueblo
Leadville
Gunnison
Green River
Evanston
Ogden
Portland
Astoria
Tacoma
Seattle
Spokane
Helena
Missoula
Billings
Miles City
Glendive
Bismarck
Mandan
Minneapolis
St. Paul
Duluth
Wadena
Brainerd
Little Falls
Fargo
Grand Forks
Winnipeg
Chicago
Milwaukee
San Francisco
Sacramento
Salt Lake City
Ogden
Denver
Cheyenne
Omaha
Council Bluffs
Sioux City
St. Joseph
Kansas City
Topeka
Atchison
Leavenworth
St. Louis
Jefferson City
Springfield
Bismarck
Pueblo
Leadville
Gunnison
Green River
Evanston

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Northern Central—(Continued)—								
2d general mort., "A," coupon (sinking fund)	138	1876	$1,000	$2,785,000	5	J. & J	Baltimore.	Jan. 1, 1926
do "B," coupon.....	138	1876	1,000	1,000,000	5	J. & J.	do	Jan. 1, 1926
Union RR., 1st mortgage (assumed)	....	....	500 &c.	900,000	6	J. & J.	do	Jan. 1, 1895
do 2d mortgage (assumed)	....	....	500 &c.	600,000	6 g.	M. & N.	London & Baltimore.	May 1, 1900
Northern of New Jersey—Stock.....	26	....	100	1,000,000	(?)	J. & J.	New York Office.	In 1886
1st mortgage, extended..	21	1878	100 &c.	168,000	6	J. & J.	J. City, Hudson Co. B'k.	July, 1888
2d mortgage.....	21	1869	100 &c.	200,000	7	M. & S.	do do	March, 1889
Northern Pacific—Pref. stock(8 p. c., not cum'tive).	2,807	....	100	37,921,863	111_{10}cert	....	.....	Jan. 15, 1883
Common stock.....	2,807	....	100	49,000,000	....	....	.....	Dec. 1, 1933
1st Mort. and land grant bonds, Missouri Div....	205	1879	500 &c.	2,136,000	6	M. & N.	N. Y., Mills Building.	May 1, 1919
1st Mort and land gr. bonds, Pend d'Oreille Div.	225	1879	1,000	2,949,000	6	M. & S.	do do	Sept. 1, 1919
Cons. 1st M. ld. g., gold, $25,000 p. m., cp. or reg.	2,060	1881	1,000&c	46,129,000	6 g.	J. & J.	do do	Jan. 1, 1921
do 2d m., gold, land grant, coup. & reg.	All	1883	1,000&c	20,000,000	6 g.	A. & O	do do	Dec. 1, 1933
Dividend certificates.....	....	1883	....	4,640,821	6	Jan'y.	do do	Jan. 1, 1888
Jas. Riv. Val. RR. 1st mort., gold, guar., s. f.....	64	1886	1,000	963,000	6 g.	J. & J.	do do	Jan. 1, 1936
Spokane & Palouse, 1st M., sink. fd., gold, guar ..	43	1886	1,000	688,000	6	M. & N.	N. Y., No. Pacific RR.	May 1, 1936
Northern. Pac. Ter. Co.—1st M., g. ($5,000,000) ep..	....	1883	1,000	3,000,000	6 g.	J. & J.	N.Y., Winslow, L. & Co	Jan. 1, 1933
Northwestern Ohio—Stock.....	79	....	....	2,000,000	....	....	.....	.....
Norwich & Worcester—Stock.....	66	....	100	2,604,400	4	J. & J.	Boston, 2d National Bk.	Jan. 10, 1887
Bonds, coupon.....	66	1877	1,000	400,000	6	M. & S.	Boston, N. E. Trust Co.	March 1, 1897
Ogdensburg & Lake Champlain—Stock, common .	122	....	100	3,077,000	2	J. & J.	Boston, Office.	July 10, 1876
Sinking fund bonds.....	....	1870	1,000	380,000	8	M. & S.	do	Mar., 1890
Mortgage bonds (redeemable July, 1890)	118	1877	1,000	600,000	6	J. & J.	do	1897
Consolidated mortgage (for $3,500,000)	118	1880	500 &c.	2,529,650	6	A. & O.	do	pril 1, 1920
Income bonds, not cumulative.....	....	1880	100 &c.	999,750	3 & 6	A. & O.	do	April, 1920
Ohio & Mississippi—Stock, common.....	616	....	100	20,000,000	....	....	.....	.....
Preferred stock (7 p. c. yearly, cumulative)	....	....	100	4,030,000	$3\frac{1}{2}$	M. & S.	N. Y., Union Trust Co.	Mar. 1, 1876
1st general mortgage (for $16,000,000).....	624	1882	1,000	3,216,000	5	J. & D.	do do	June 1, 1932
1st consol'dated mort. ($3,445,000 are s. f.)	393	1868	1,000	6,501,000	7	J. & J.	do do	Jan. 1, 1898
Consolidated mortgage, sterling.....	393	1868	£200	112,000	6 g.	J. & J.	London.	Jan. 1, 1898
2d consolidated sinking fund mortgage.....	393	1871	$1,000	3,715,000	7	A. & O.	N. Y. Union Trust Co.	April, 1911
Spring. Div. (Sp.& Ill. S.E.) 1st M. (for $3,000,000)	222	1874	1,000	2,009,000	7	M. & N.	do do	Nov. 1, 1905

Stuck Junction, 7 miles; Duluth to Superior, 7 miles; total owned, 2,105 miles. Leased—Brainerd to St. Paul and branches, 148 miles; Little Falls & Dakota RR., 88 miles; Northern Pacific Fergus & Black Hills RR., 117 miles; Fargo & Southwestern RR., 87 miles; San. Coop. & Turtle Mount. RR., 36 miles; Jamestown & Northern RR., 87 miles; Sykestown Branch RR., 13 miles; Rocky Mount RR. of Montana, 52 miles; Helena & Jefferson Co. RR., 20 miles; James River Valley RR., 49 miles; total leased, 695 miles; total owned and leased, 2,807 miles. Thompson June., Minn., to Duluth is owned jointly with the St. Paul & Duluth.

ORGANIZATION.—This company was chartered by act of Congress July 2, 1864, to build from Lake Superior to Puget Sound and Portland, Or. The land grant was 20 sections per mile in States and 40 sections in Territories. The road was opened 450 miles west from Duluth—to Bismarck, on the Missouri River—in 1873. The company defaulted Jan., 1874, and the road was foreclosed August 12, 1875, and reorganized by the bondholders' committee Sept. 29, 1875. New preferred stock was issued at the rate of $1,400 for each $1,000 bond and overdue interest.

STOCKS AND BONDS.—The preferred stock (issued for old bonds) has a preference for 8 per cent in each year if earned, but is not cumulative. The common stock then takes 8 per cent, and after that both share alike. The preferred stock claim on net income is only subject to expenditures for new equipment. The preferred stock is received in payment for the company's lands east of the Missouri River at par and the proceeds of the lands sold go to the retirement of preferred stock.

A large interest in the stock ($5,683,000 pref. and $7,925,100 of com. in April, 1886,) was held by the "Ore. & Trans-Continental Co."

In Sept., 1882, a dividend, in certificates of $11\frac{1}{10}$ per cent, amounting to $4,667,490, was declared on the pref. stock payable Jan. 15, 1883.

Prices of preferred stock since '79 have been: In '80, $39\frac{3}{8}$@$67\frac{1}{2}$; in '81, $64\frac{1}{8}$@$88\frac{1}{8}$; in '82, $66\frac{3}{4}$@$100\frac{3}{8}$; in '83, $49\frac{3}{4}$@$90\frac{5}{8}$; in '84, $37\frac{1}{4}$@$57\frac{5}{8}$; in '85, $36\frac{1}{2}$@$65\frac{3}{8}$; in '86, $53\frac{1}{2}$@$66\frac{1}{2}$; in '87 to Mar. 19, $56\frac{1}{8}$@$61\frac{3}{8}$. Common stock: In '80, 20@36; in '81, $32\frac{3}{4}$@51; in '82, $28\frac{3}{4}$@$54\frac{3}{8}$; in '83, $23\frac{1}{8}$@$53\frac{1}{8}$; in 84, 14@27; in '85, 15@$31\frac{1}{4}$; in '86, 22@$31\frac{3}{8}$; in '87 to Mar. 19, $26\frac{1}{8}$@$28\frac{1}{2}$.

The consol. first mortgage bonds are a first lien on the main line; and on all the lands of the company except those subject to the two divisional mortgages and those lands east of the Missouri River which are subject to the preferred stock. The issue of bonds is limited to $25,000 per mile. The proceeds of land sales can be applied to the payment of interest on bonds, instead of principal, if the earnings of the road are insufficient. Central Trust Co. of N. Y. is trustee. The bonds are received in payment for lands at 110 and interest, and proceeds of land sold must be applied to redemption of these bonds at a price not exceeding 110 and interest. Sinking fund of one per cent per annum of the total amount of bonds issued began in 1886 and the bonds may be drawn and called in at 110, one-half in January and one half in July. The total issue of the Missouri Division (Bismarck on Mo. Riv. to Yellowstone Riv. 205 miles) and Pend d'Oreille Division (Junction of Snake and Columbia rivers to Lake Pend d'Oreille 225 miles) bonds was $6,480,300, against which are reserved a like amount of the Northern Pacific first mortgage bonds; the proceeds of land sales are applied to redemption of these divisional bonds at par,

The James River Valley bonds are on the road from Jamestown, Dak., on the Northern Pacific south to La Moure, 49 miles, where a junction is made with the Fargo & Southwestern; the road is leased to Northern Pacific for 999 years, and the bonds are guaranteed. The bonds are redeemable at 105 after 1896. The Spokane & Palouse RR. extends from Marshall on the main line to Belmont, 43 miles. It is leased to the N. P. for 999 years, the N. P. paying the interest and sinking fund requirements as rental. The bonds are issued at $16,000 per mile, and are redeemable at 105 after 1896.

Other roads leased and guaranteed sufficient earnings to pay interest, are named under Oregon Trans-Continental.

LANDS.—The land grant of the company was 12,800 acres per mile in States and 25,600 acres per mile in territories, and the lands earned by construction to June 30, 1886, were estimated to be about 44,864,000 acres, of which about 39,031,876 remained unsold. The lands east of Bismarck (Minn. and Dak. Divs.) are pledged to the preferred stock, and that stock is received in payment therefor. The general mortgage bonds cover all the other lands, the divisional mortgages having prior liens on their respective divisions. For the fiscal year 1885-6 land sales were 370,925 acres for $1,394,227, including town lots. In July, 1886, a sale was made of about 2,430,000 acres of land (embracing all lands in Dakota east of the Missouri River) at $2 per acre, payable in preferred stock.

Gross earnings July 1 to March 31 were $9,470,123 in 1886-7, against $8,675,957 in 1885-6; net, $4,452,887, against $4,262,804. The fiscal year ends June 30. The annual report for 1885-6 was published in V. 43, p. 333, and had the following:

	1883-84.	1884-85.	1885-86.
Miles operated June 30.....	2,547	2,668	2,808
Earnings—	$	$	$
Passenger.....	4,237,259	3,075,882	2,897,218
Freight	7,865,367	7,446,766	8,189,614
Mail, express, &c	500,949	712,001	643,695
Total.....	12,603,575	11,234,149	11,730,527
Operating expenses.....	7,177,755	6,196,301	6,156,264
Net earnings.....	5,425,820	5,037,848	5,574,263

INCOME ACCOUNT.	1883-84.	1884-85.	1885-86.
	$	$	$
Net earnings.....	5,425,820	5,037,848	5,574,263
Adjustm't of acc'ts & int. bal..	39,898	24,553	19,938
Dividends on investments.....	38,973	147,359	243,319
General interest account..... ..	.....	21,310	52,578
Total.....	5,504,691	5,231,070	5,890,098
Disbursements—			
Interest on funded debt.....	3,535,038	4,123,949	4,339,094
Rentals.....	412,401	581,144	670,748
Guarantee to branch roads...	.... ..	352,154	673,350
Contributions to sinking fund..	3,931	50,376	55,633
Balance general interest acc't..	318,284	.....	.....
Opening celebration.....	179,381	4,147	.....
Miscellaneous.....	.....	27,341	39,774
Total.....	4,449,035	5,139,111	5,778,899
Balance, surplus.....	1,055,656	91,959	111,199

—(V. 42, p. 3, 22, 85, 93, 156, 169, 187, 243, 255, 272, 304, 365, 431, 532, 549, 632, 647, 663, 664, 676; V. 43, p. 4, 23, 49, 132, 145, 162, 256, 275, **333, 335**, 379, 399, 400, 431, 5 6, 548, 672, 766; V. 44, p. 60, 90, 149, 162, 185, 212, 309, 434, 540, 551.)

Northern Pacific Terminal Co.—This company owns terminal facilities on the Willamette River, Oregon, at Portland, East Portland and Albina. They are leased for fifty years, jointly and severally, to the Northern Pacific RR., the Oregon Railway & Navigation Co. and the Oregon & California RR., with a guaranteed rental sufficient to pay interest, sinking fund and taxes. The sinking fund begins in 1893 and is to be sufficient to retire the bonds by maturity, which bonds may be drawn at 110 and interest. The stock of $3,000,000 is owned by said three companies (40 per cent by Ore. Railway & Navigation Co., 40 per cent by Northern Pacific and 20 per cent by Oregon & California RR.), and held by Central Trust Co. of New York, to be delivered after payments to the sinking fund which is to cancel the bonds. (V. 42, p. 207, 244; V. 43, p. 49.)

Northwestern Ohio.—Owns from Toledo Junction to Toledo, O., 80 miles, and leases 7 miles, from Mansfield to Toledo Junction. This was a consolidation of the Toledo Tiffin & Eastern, the Mansfield Coldwater & Lake Michigan and the Toledo & Woodville roads. Leased to Pennsylvania Company at cost of operating. In 1886 gross earnings $295,942; net, $72,469. In 1885 gross earnings, $269,510; net, $75,067.

Norwich & Worcester.—Owns from Norwich, Conn., to Worcester, Mass., 59 miles; branch: Norwich to Allyn's Point, 7 miles; total, 66 miles. Operated under temporary lease by N. Y. & New England Railroad. In February, 1885, it was voted to reduce the rental to 8 per cent. In the fiscal year ending Sept. 30, 1886, the gross receipts were $748,659; net, $274,377; payments for rentals, $40,475; interest $24,157; dividends, $207,824; surplus, $21,921. (V. 43, p. 607.)

Ogdensburg & Lake Champlain.—Owns from Rouse's Point, N. Y., to Ogdensburg, N. Y., and branch to Maquam, Vt., 130 miles. On June 1, 1886, a perpetual lease of this road was made to the Central Vermont RR. Co., the lessee to pay interest on the bonds.

For the quarter ending Dec. 31, 1886, gross earnings were $187,941, against $153,689 in 1885; net, $82,163, against $75,471; surplus over fixed charges, $19,895, against $23,538.

Gross earnings 1885-6, $562,772; net, $223,415; surplus over interest charge, $12,362. In 1884-85 gross earnings were $616,815; net, $218,275. (V. 42, p. 22, 387, 753; V. 43, p. 22, 580, 719; V. 44, p. 212.)

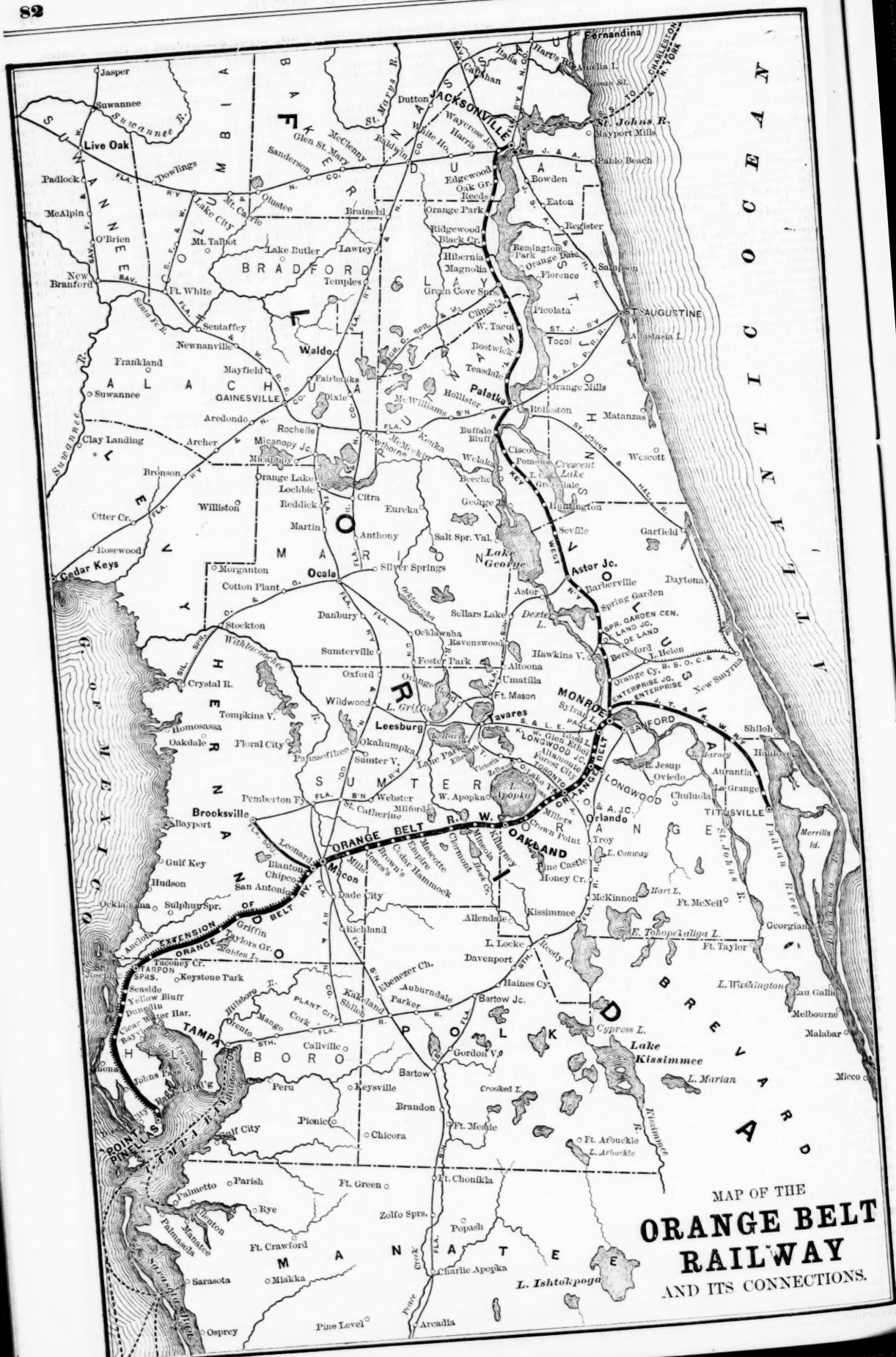
Ohio & Mississippi.—(*See Map of Baltimore & Ohio.*)—Owns from Cincinnati, Ohio, to East St. Louis, Ill., 338 miles; Louisville branch, North Vernon to Jeffersonville, Ind., 53 miles; total Ohio & Miss. line, 391 miles; the Springfield Division, Beardstown to Shawneetown, Ill., 225 miles; total operated, 616 miles. The Eastern and Western divisions were sold in foreclosure and the Ohio & Mississippi Co. formed by consolidation Nov. 21, 1867. The terms of preference in the preferred stock certificates read as follows:

"The preferred stock is to be and remain a first claim upon the property of the corporation, after its indebtedness, and the holder thereof shall be entitled to receive from the net earnings of the company 7 per cent per annum, payable semi-annually, and to have such interest paid in full for each and every year before any payment of dividend upon the common stock; and whenever the net earnings" * * * * "shall be more than sufficient to pay both said interest of 7 per cent on the preferred stock in full, and 7 per cent dividend upon the common stock for the year in which said net earnings are so applied," then the excess shall be divided equally, &c.

On Nov. 17, 1876, the company was placed in the hands of a receiver. The receiver was discharged in April, 1884.

The report for year ending June 30, 1886 (V. 43, p. 514), showed:

	1884-5.	1885-6.
Total gross earnings.....	$3,645,467	$3,671,920
Operating expenses.....	2,670,736	2,597,708
Net earnings.....	$974,731	$1,074,212
Disbursements—		
Interest on debt.....	$1,024,900	$1,026,415
Sinking fund.....	49,000	53,000
Total.....	$1,073,900	$1,079,415
Deficit.....	$99,169	$5,203



MAP OF THE

ORANGE BELT RAILWAY

AND ITS CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Ohio & Northwestern—1st mort., $12,000 per mile..	103	1886	$1,000	$?	6	J. & J.	N.Y., Merca'le Trust Co.	1936
2d mort., $7,000 per mile.....	...	1886	1,000	?	5	A. & O.	Cincinnati, O.	1926
Ohio River—1st mort., gold.....	169	1886	1,000	2,000,000	5 g.	J. & D.	N. Y. Central Trust Co.	June 1, 1936
2d mortgage.....	169	....	1,000	1,030,000	5	..	.....	.....
Ohio Southern—1st mort. ($15,000 per mile).....	132	1881	1,000	2,100,000	6	J. & D.	N.Y., Corbin Bank'g Co.	June 1, 1921
2d mort., income ($15,000 per mile).....	132	1881	1,000	2,100,000	6	J. & D.	do	June 1, 1921
Old Colony—Stock.....	469	....	100	11,157,200	3½	J. & J.	Boston, Office.	Jan. 1, 1887
Bonds (not mortgage) coupon and registered.....	....	1874	1,000	1,692,000	7	M. & S.	do	March 1, 1894
Bonds do do do	....	1875	1,000	500,000	6	J. & D.	do	June 1, 1895
Bonds do do do	....	1876	1,000	1,100,000	6	M. & S.	do	Sept. 1, 1896
Bonds do do do	....	1877	1,000	2,000,000	6	F. & A.	do	Aug. 1, 1897
Bonds do do do	....	1882	1,000	200,000	4½	J. & D.	do	Dec. 1, 1897
Bonds for Framingham & Lowell bonds	....	1884	1,000	498,000	4½	....	do	1904
Bonds of 1884	....	1884	1,000	750,000	4	....	do	1904
Bost. Clin. F.& N. B., mortgage bonds 1869-70...	43	'69-'70	500 &c.	491,500	7	J. & J.	do	1889 & '90
do bonds.....	58	1874	1,000	400,000	7	J. & D.	do	July 1, 1894
do mortgage bonds	120	1880	1,000	1,970,000	5	J. & J.	Boston, N. E. Trust Co.	Jan. 1, 1910
Orange Belt—1st mort., gold, $5,000 per mile	34	1887	1,000	...	....	....	.....	.....
Oregon & California—1st M., gold ($20,000 p.m.) ..	451	1881	1,000	9,020,000	6 g.	J. & J.	Last paid June, 1884.	July 1, 1921
2d mortgage, $10,000 per mile.....	451	1883	1,000	2,610,000	7	A. & O.	Last paid Oct., 1884.	April 1, 1983
Oregon Pacific—1st mort., land grant, gold.....	....	1880	1.000	25,000 p.m.	6 g.	A. & O.	New York and London.	Oct. 1, 1900
Oregon Railway & Navigation—Stock.....	706	....	100	24,000,000	1½	Q.—F.	N.Y., Farm. L. & Tr. Co.	April 1, 1887
Mortgage bonds, gold.....	....	1879	1,000	5,690,000	6 g.	J. & J.	do do	July 1, 1909
Consol. mortgage, gold, $25,000 per mile.....	706	1885	1,000	9,155,000	5 g.	J. & D.	New York Agency.	June 1, 1925
Oregon Short L.—1st, gld., int. gu. by U.P. ($25,000 p.m)	610	1882	1,000	14,931,000	6	F. & A.	N. Y. Union Trust Co.	Feb. 1, 1922
Oregon & Trans-Continental—St'ck (for $50,000,000)	....	....	100	40,000,000	1½	Q.—J.	.....	Oct. 15, 1883
Trust bonds, gold (1st M. collateral) $20,000 p.m..	497	1882	1,000	10,063,000	6 g.	M. & N.	N.Y., Farmers' L. & T.Co.	May 1, 1922
Oswego & Rome—1st mortgage guaranteed.....	28½	1865	1,000	350,000	7	M. & N.	N.Y., Farmers' L.&T.Co.	May, 1917
Income mortgage bonds.....	....	1866	1,000	152,000	7	F. & A.	N.Y., Central Trust Co.	Feb., 19
Convertible bonds	....	1866	....	107,000	7	....	.....	2867
Oswego & Syracuse—Stock, 9 per cent guar.....	35	....	50	1,320,400	4½	F. & A.	N. Y., Del., L. & W. RR.	Feb., 1
Consol. mortgage (guar. D. L. & W.).....	....	1876	1,000	438,000	7	M. & S.	do do	190
Construction M., guar. prin. & int. (for $1,000.000)	....	1883	....	668,000	5	M. & N.	.....	May, 1923

The new general mortgage for $16,000,000 was authorized under the plan of reorganization, by which $12,784,000 was reserved to exchange for old bonds as they mature; $2,216,000 used in paying overdue coupons and all other claims; and $999,695 expended for new equipment and terminal facilities.

Gross earnings Jan. 1 to March 31, 1887, were $996,944, against $854,368 in 1886; net, $326,704, against $203,839 (V. 42, p. 61, 147, 304, 387, 431, 575, 694; V. 43, p. 73, 162, 275, 368, 459, 487, 514, 548; V. 44, p. 60, 185, 309.)

Ohio & Northwestern.—Road from Cincinnati, O., to Portsmouth, O., 103 miles, and 60 miles more to Gallipolis under construction. The Cin. & Eastern, sold in foreclosure Jan. 5, 1887, was purchased by this company.—V. 44, p. 59. The authorized 1st mortgage bonds are $2,000,000 at $12,000 per mile, and seconds $1,200,000 at $7,000 per mile. Stock authorized, $3,200,000; issued, $1,960,000. (V. 44, p. 421.)

Ohio River.—Road extends from Wheeling, West Va., to Point Pleasant, West Va., 169 miles, and in progress to Huntington, West Va., 40 miles. The stock outstanding is $3,290,700. In 1886 earnings on 90 miles were $197,970 gross and $83,782 net. Geo. W. Thompson, President, Parkersburg, W. Va. (V. 44, 434.)

Ohio Southern.—The road will extend from Springfield, Ohio, to some point on the Ohio River. Length of road completed and in operation Dec., 1886, Springfield, Ohio, to Wellston, with extensions and branches, 148 miles. Stock (par $100), $3,840,000. Gross earnings in 1884, $473,001; net, $141,314; interest paid, $116,100. Gross in 1885, $468,558, net, $173,182; interest on debt, $126,377; surplus for year, $46,622, Alfred Sully, President.

Old Colony (Mass.)—Owns from Boston to Provincetown, Mass., 120 miles, and lines to Kingston, Plymouth, Somerset Junction, New Bedford, Lowell and Fitchburg, Mass., and to Newport, R. I.; total, 369 miles; numerous branches, 85 miles in all; leased—Fall River Railroad, 12 miles; Dorchester & Milton Railroad, 3 miles; total length of all lines, 469 miles. Fall River Railroad was leased April 1, 1882, for 99 years. In March, 1883, consolidation with the Boston Clinton Fitchburg & New Bedford was made and an increase of stock to $12,000,000 was voted. In May, 1884, the Lowell & Framingham was absorbed on the terms given in V. 38, p. 540, and the 4½ per cent bonds of 1884 were issued. The annual report for 1885-86 was in V. 43, p. 546, and had the following:

INCOME ACCOUNT	1882-83.	1883-84.	1884-85.	1885-86.
	$	$	$	$
Gross earnings.....	4,249,179	4,191,872	4,251,186	4,528,032
Net earnings	1,228,441	1,296,503	1,281,056	1,302,929
Other receipts..... ..	74,676	68,998	79,334	89,931
Total income....	1,303,117	1,365,501	1,360,390	1,392,860
Disbursements—	$	$	$	$
Rentals paid.....	191,001	46,614	45,594	32,694
Interest on debt.....	446,476	556,866	551,424	582,531
Dividends	603,006	723,989	738,122	761,747
Rate of dividend ...	7	7	7	7
Improvem't account	57,634	38,032	25,250	15,885
Total disburse'ts	1,303,117	1,365,501	1,360,390	1,392,860

—(V. 43, p. 546.)

Orange Belt.—*(See Map)*—From Monroe, on the Jacksonville Tampa & K. W. road, to Oakland, on Lake Apopka, 34 miles, and extension in rapid progress to Point Pinellas on the Gulf. The bonds are 5-20s, and may be redeemed after Jan., 1892. They are guaranteed by the Orange Belt Investment Co., and are issued at $5,000 per mile. Bonds offered in New York by Griswold & Gillette in 1887, whose circular stated that: "This road passes through the most fertile lands of the State of Florida, and the most thrifty orange belt of the State. It is doing a very satisfactory business, and earning more than the interest on its bonded debt. These bonds are a first and only lien on the road and equipment, and in addition are guaranteed principal and interest by the Orange Belt Investment Company, which owns large mills at Longwood that are earning over $40,000 a year net."

Oregon & California.—From Portland, Or., to Ashland, 341 miles; Albany Junction to Lebanon, 12 miles; West Side Division, Portland to Corvallis, 97 miles. Total finished, 451 miles; to be completed to a junction with Central Pacific at the California State line. The present Oregon & California RR. is a reorganization of the original Oregon & California, which company was in default after 1873. The land grant is about 4,000,000 acres; bonds are receivable for lands. Preferred stock is $12,000,000; common $7,000,000.

In January, 1885, default was made and receiver was appointed. Foreclosure suit under the mortgages was begun by the Farmers' Loan & Trust Co., trustee. In January, 1887, a modified plan of agreement for reorganization with the Central Pacific was reported, of which the terms were given in the CHRONICLE, V. 44, p. 118, 370.

In 1885, gross earnings were $957,958; net, $192,066; other receipts, $45,453. (V. 42, p. 754; V. 44, p. 118, 370, 654.)

Oregon Pacific.—Road in progress and 83 miles, from Albany to Yaquina, on Yaquina Bay, completed. Land grant, over 900,000 acres, and covered by first mortgage. Stock is $30,000 per mile. T. E. Hogg, President, Corvallis, Oregon. N. Y. Office, 45 William Street.

Oregon Railway & Navigation.—July 1, 1886, railroads operated were as follows: Portland to Riparia, 301 miles; Bolles Junction to Dayton, 13 miles; Pataha Junc. to Pomeroy, 30 miles; Walla Walla to Blue Mountain, 20 miles; Pendleton to Centreville, 17 miles; Palouse Junction to Colfax, 89 miles; Colfax to Moscow, 28 miles; Umatilla to Huntington, 217 miles; total, 715 miles. Ocean line between San Francisco and Portland, 670 miles; Puget Sound lines, 275 miles; River lines, 363 miles; total of water lines, 1,308 miles.

In June, 1885, the consol. mortg. was made at the rate of $25,000 per mile and $6,000,000 reserved to take up the old mort. bonds. There is a sinking fund of over $60,000 per year, and if the trustees cannot buy bonds at 110 they must draw them at par each year. The Farmers' Loan & Trust Co. is the trustee.

In March, 1881, a majority of the stock of this company was transferred to the Oregon Trans-Continental Company, and by latest accounts that Company held 139,413 shares.

In April, 1887, a lease to the Oregon Short Line RR., guaranteed by Union Pacific, was made on the basis, as reported, of 6 per cent per annum on the O. R. & N. Co.'s stock. An exhaustive report on the O. R. & Nav. Co. was published in the CHRONICLE, V. 44, p. 141.

From July 1 to March 31 gross earnings were $3,986,541 in 1886-87, against $4,176,488 in 1885-86; net, $1,755,789, against $1,915,029.

The annual report for the year ending June 30, 1886, was in the CHRONICLE, V. 43, p. 594, 606. The income account was as follows:

INCOME ACCOUNT.	1882-83.	1883-84.	1884-85.	1885-86.
	$	$	$	$
Gross earnings.....	5,100,512	5,364,906	4,042,118	5.546,542
Net earnings	2,394,046	2,393,450	1,482,760	2,460,046
Other receipts	95,167	301,444	138,903	5,226
Total income. ..	2,489,213	2,694,894	1,621,663	2,465,272
Disbursements—				
Rentals paid	145,429	354,180	124,087	1,731
Interest on debt....	444,270	440,160	529,165	750,289
Dividends	1,384,000	1,800,000	1,080,000	1,560,000
Rate of dividend	(9)	(7½)	(4½)	(6½)
Mis. and sink. fund..	79,230	79,855	119,091	111,273
Total disb'ments.	2,252,929	2,674,195	1,852,343	2,423,203
Balance, surplus...	*226,284	†20,699	Def.230,680	‡Sur.41,979

*Adding bonds retired by sinking fund during the year makes surplus $63,000 larger than here given. †Deducting $91,000 for depreciation of steamers leaves a deficit for the year of $70,300. ‡52,106 was spent for betterments, etc., leaving a deficit of $10,132

—(V. 43, p. 132, 191, 238, 399, 459, 548, 594, **606**, 608, 635, 672, 719; V. 44, p. 60, 91, 141, 204, 212, 276, 309, 392, 434, 486, 551, 621.)

Oregon Short Line.—Road from Granger on the Union Pacific (156 miles east of Ogden) to a junction with the railroad of the Oregon Railway & Navigation Co., at Huntington, Oregon, 541 miles, with Wood River branch to Ketchum, 70 miles. Total 610 miles. The connection through was made in November, 1884. Built under Union Pacific control, and interest on the bonds guaranteed by that company. The stock is $14,073,600 Union Pacific owns a majority of the stock and $2,195,000 bonds. This company, in April, 1887, leased the Oregon Railway & Nav. Co.'s lines for 99 years, agreeing to pay the interest on bonds and 6 per cent on stock; the lease being guaranteed by Union Pac.

Gross earnings in 1886, $1,942,107; net, $571,686; taxes, &c., $87,310; balance, $507,376. For 1885 gross earnings were $1,833,190, against $1,059,200 in 1884; net, $557,959, against $248,640 in 1884. (V. 42, p. 156, 272, 304, 347, 575, 664; V. 43, p. 103, 217, 368, 516, 635, 774; V. 44, p. 149, 185, 309.)

Oregon & Trans-Continental.—Company organized under the laws of Oregon on June 27, 1881, and received from the "Villard Pool" an assignment of the stock of the North. Pac. Railroad purchased by it.

The assets on Jan. 10, 1887, varied only slightly from those given in the CHRONICLE of May 29, 1886 (V. 42, p. 664), which included 139,412 shares of O. R. & Nav. Co., 56,830 of N. Pac. pref. and 79,251 of N. Pac. common. In Dec., 1885, the company arranged a new loan for $4,050,000, at 5 per cent, for three years, secured by collaterals. The balance of the unfunded debt, amounting to some $3,573,000, was carried on demand and short loans. (See financial report in V. 43, p. 162.)

Total authorized capital is $50,000,000. The bonds may be redeemed at 105; they are secured by deposit in trust of first mortg. bonds on new branch railroads, at $20,000 per mile; also secured by traffic contracts with the Northern Pacific RR. Co. guaranteeing a minimum net annual income of $1,400 per mile, being equal to 6 per cent per annum on $20,000 per mile of bonded indebtedness, and a sinking fund charge of one per cent. The roads thus mortgaged are: The No. Pacific Fergus & Black Hills RR. of Minn., 117 miles, $2,342,000; Little Falls & Dakota RR., of Minn., 88 m., $1,757,000; Jamestown & Northern RR. of Dakota, 102 m., $2,050,000; Fargo & Southwestern RR. of Dakota, 87 m., $1,748,000; Sanborn Cooperstown & Turtle Mountain RR., 37 m., $730,000; Rocky Mountain RR., Montana, 52 m., $1,034,000; Helena & Jefferson County, 20 m., $402,000; total, 503 miles—at $20,000 per mile—$10,063,000 in bonds. (V. 42, p. 207, 664, 783; V. 43, p. 162; V. 44, p. 118.)

Oswego & Rome.—Owns from Richland, N. Y., to Oswego, N. Y., 29 miles. Road opened Jan. 1, 1886. It is leased to the Rome Watertown & Ogdensburg RR. at 8 per cent on its stock ($275,000 com. and $75,000 pref.) and 7 per cent. on guar. bonds, pref. stock being represented by conv. bonds. $32,100 of bonds due 1870 are yet outstanding.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. or explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDEND. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Owensboro & Nashville—1st mortgage, gold	123	1881	$1,000	(Pledged)	6 g.	M. & N.	New York.	Nov. 1, 1931
Collateral trust (400,000.)	84	1883	5,000	$260,000	6 g	F. & A.	do	Aug. 1, 1883
Panama—Stock	48	....	100	7,000,000	2	J. & J.	New York, Office.	July 1, 1885
General mortgage, sterling, (£697,800)	48	1867	£200	3,489.000	7 g.	A. & O.	London.	'88 to '89 & '97
Sinking fund subsidy, gold	48	1880	1,000	2,687,000	6 g.	M. & N.	New York.	Nov. 1, 1910
Paris & Decatur—See Terre Haute & Peoria								
Paterson & Hudson—Stock	15	....	....	630,000	4	J. & J.	New York.	Jan. 2, 1887
Pennsylvania—Stock	2,036	....	50	98,521,300	2½	M. & N.	Philadelphia, Office.	May 31, 1887
Gen. M., Ph. to Pitts., coup., J. & J.; reg., A. & O.	....	1870	1,000	19,999,760	6	Q.—J.	Philadelphia & London.	1910
State liens (pay'ble in annual inst'lm'ts of $460,000)	....	....	....	1,942,071	5	A. & O.	Philadelphia, Office.	Annually.
Consol. M., coup. J. & D., & reg. Q.—M. (s. f. 1 p. c.)	....	1873	1,000	27,482,930	6	Q.—M.	Philadelphia & London.	June 15, 1905
Consol. mortgage, gold	....	1879	1,000	4,998,000	5	J. & D.	do do	Dec. 1, 1919
Bonds, reg. (P.W. & B. stock deposited as collat'l)	571	1881	....	8,174,000	4	J. & J.	do do	July 1, 1921
Collateral trust loan (coup., but may be reg.)	....	1883	1,000	9,900,000	4½	J. & D.	do do	June 1, 1913
Car Trust certs. (in series payable 1/10th yearly)	....	....	1,000	7,790,000	5, 4	Q't'rly	Philadelphia.	1891-93
Navy Yard bonds reg. (extended 20 years in '81)	....	1875	1,000	1,000,000	5	J. & J.	Phil., Pa., Co., for ins. &c.	Jan. 1, 1901
Pennsylvania Company—Stock	3,317	....	50	20,000,000	4	....	Pittsburgh, Co.'s Office.	For 1883
Reg. bonds, secured by P. Ft.W.& C. special stock	....	1877	1,000	2,177,000	6	Q.—J.	Phila. Tr. S. D. & I. Co.	July 5, 1907
Bonds, gold, secured by pledge and guarantee	....	1881	1,000	13,217,000	4½g.	J. & J.	N. Y., Nat. City Bank.	July 1, 1921
Pennsylvania & New York—1st mort., guar.	105	1866	1,000	1,500,000	7	J. & D.	Phila., B'k N. America.	June 1, 1896
1st mortgage, guaranteed	105	1866	1,000	1,500,000	7	J. & D.	do do	June 1, 1906
Pennsylvania Schuylkill Valley—Stock	....	....	50	4,970,000	....	....	.....	.....
1st mortgage bonds, registered	112	1883	1,000	6,100,000	5	J. & D.	Philadelphia, Penn. RR.	Dec. 1, 1935
Pensacola & Atlantic—1st m. g, (guar. by L. & N.)	All.	1881	1,000	3,000,000	6	F. & A.	N. Y., Comp'ys Agency.	Aug. 1, 1921
Peoria & Bureau Valley—Stock	47	....	100	1,500,000	4	F. & A.	N. Y., Chic., R. I. & Pac.	Feb., 1887
Peoria Decatur & Evansville—Stock	254	....	....	8,400,000	....	....	.....	.....
1st mort., gold (Pekin to Mattoon)	110	1880	1,000	1,287,000	6 g.	J. & J.	N. Y., Central Tr. Co.	Jan. 1, 1920
1st mortgage (Evansv. Div.)	135	1880	1,000	1,470,000	6	M. & S.	do	Sept. 1, 1920
P. D. & E. 2d mortgage, gold	....	1886	....	2,088,000	5	M. & N.	do	Nov. 1, 1927
Car Trusts (payable $18,000 per annum	....	....	....	229,000	7	Various	do	.....

Oswego & Syracuse.—Owns from Oswego, N. Y., to Syracuse, N. Y., 35 miles. Leased in 1868 to the Delaware Lack. & West. RR. Co. or 9 per cent per year on stock and interest on bonds.

Owensboro & Nashville.—Owns from Owensboro, Ky., to Adairville, Ky., 84 miles. Controlled in 1879 by the Nashville Chattanooga & St. Louis, and now operated by Louis. & Nash. RR., which owns a majority of the stock. The $2,000,000 1st M. bonds are pledged for the collateral trust bonds. Gross earnings for 1884-85, $165,137; net, $37,580. Gross in 1883-4, $101,138; net, $15,832. Stock is $1,156,517.

Panama.—Owns from Aspinwall to Panama, 48 miles. Opened through Jan 28, 1855. Of the general mortg. bonds $500,000 fall due in five half-yearly payments beginning April, 1887, and balance in Oct., 1897. The $2,687,000 subsidy bonds are secured by a pledge of the sum of $225,000 annual subsidy payable to the U. S. of Colombia by the company. In June, 1881, most of the stock was sold to parties interested in the De Lesseps Panama Canal Co. The report for 1886 was in CHRONICLE, V. 44, p. 465, showing net income of $645,380, and a surplus of $118,581 over charges. (V. 42, p. 455, **486**; V. 44, p. 212, **465**.)

Paterson & Hudson.—Owns from Jersey City, N. J., to Paterson, N. J., 15 miles. The road was opened in 1834, and leased in perpetuity September 9, 1852, to the New York & Erie, at a rental of $48,400 per year, and is operated by the New York Lake Erie & Western as part of its main line. J. S. Rogers, President. New York City.

Pennsylvania.—(*See Map*)—LINE OF ROAD—The Pennsylvania system embraces about 5,639 miles of railroad, including all east and west of Pittsburg. At the close of 1886 the mileage operated east of Pittsburg & Erie, on which earnings as reported were based, was divided as follows: Pennsylvania Division and branches, 1,568; Philadelphia & Erie Division, 287; United Railroads of N. J. and branches, 466; total operated, New York to Pittsburg, with branches, 2,322.

ORGANIZATION, LEASES, &c.—The charter of the Pennsylvania Railroad was dated April 13, 1846, for a line from Harrisburg to Pittsburg. The line from Harrisburg to Philadelphia was under other organizations, including the State Railroad, and the Harrisburg Portsmouth Mt. Joy & Lancaster is still operated under a lease though forming part of the main line. Road opened in 1854. The great number of leases, both east and west of Pittsburg, were made for the most part under the administrations of J. Edgar Thomson and Thos. A. Scott in the few years preceding 1873. The terms of the leases will be found under the names of the respective leased roads.

The Pennsylvania *Company* was organized in 1870 as an auxiliary corporation to control all the lines west of Pittsburg & Erie, and the Pennsylvania RR. Co. holds all the stock of the Pennsylvania *Company*.

STOCK AND BONDS.—The Pennsylvania Railroad stock has been increased from time to time, chiefly by the sale of stock at par to stockholders, for the purpose of raising capital for new acquisitions or betterments. The dividends paid each year since 1870 have been—in 1871, 1872, 1873 and 1874, 10 per cent each year; in 1875 and 1876, 8 per cent each year; in 1877, 4; in 1878, 2; in 1879, 4½; in 1880, 6 and 1 per cent in scrip; in 1881, 8; in 1882, 8½; in 1883, 8½; in 1884, 7; in 1885 and in 1886, 5.

The prices of the stock yearly in Philadelphia since 1875 have been—In '76, 45@58⅜; in '77, 24⅜@49; in '78, 27@35 ¼; in '79, 32⅜@51⅜; in '80, 48@67¼; in '81, 59½@70⅛; in '82, 53⅞@65¼; in '83, 56⅝@61⅜; in '84, 49¼@61; in '85, 45¾@56⅛; in '86, 51⅜@60¼; in '87 to May 20, 54@60.

In March, 1881, the company purchased 217,819 shares of the Phila Wilm.& Balt RR., and the 4 per cent bonds secured by P. W. & B. stock are purchased yearly at not over par with the surplus proceeds of Ph W. & B. dividends and not needed for the payment of interest.

The collateral trust loan of 1883 is secured by the deposit of mortgage bonds of subsidiary lines to the par value of $12,500,000.

OPERATIONS, FINANCES, &c.—The total cost to the Pennsylvania Railroad Co. of the stocks and bonds of other companies held in its treasury was, up to Dec. 31, 1886, $104,261,043 (par value of the same $137,371,026, most of which is represented on the other side of the balance sheet by issues of Penn. Railroad stock and bonds and other debit items, the balance to credit of "profit and loss" was $15,625,348.

A scheme to buy up the company's guaranteed securities with 1 per cent of the net income per year is in operation, and the entire amount paid by the company into the Trust up to the end of 1885 was $3,828,517. There had been purchased for the fund securities of the par value of $5,135,150, which yielded an interest of 6 83 per cent per annum upon the purchase price.

From Jan. 1 to March 31, 1887, gross earnings on lines east of Pittsburg and Erie were $12,270,992, against $10,892,866 in 1886; net, $4,030,449, against $3,524,925 in 1886. Surplus on lines west of Pittsburg and Erie, $536,024 in 1887, against deficit of $168,470 in 1886.

The report for 1886, was in the CHRONICLE, V. 44, pp. 307 and 312. A summary of the total business of 1886, compared with previous years, is shown in the following:

EARNINGS ON ALL LINES BOTH EAST AND WEST OF PITTSBURG & ERIE.

	1884.	1885.	1886.
Gross earnings	$97,849,875	$92,994,549	$101,607,981
Operating expenses	64,434,317	61,6 0.901	67,102,714
Net earnings	$33,415,558	$31,333,648	$34,595,267

The income account below embraces all receipts and expenses of the Pennsylvania Railroad proper, but not including the roads west of Pittsburg & Erie operated by the Pennsylvania *Company*. The account for the years 1884, 1885 and 1886 was as follows:

INCOME ACCOUNT OF PENNSYLVANIA RAILROAD COMPANY.

	1884.	1885	1886.
Net income Penn. RR. Division.	$10,185,529	$8,153,685	$8,974,970
Net loss New Jersey Division	593,536	159,497	179,016
Balance	$9,591,993	$7,994,188	$8,795,954
From this balance deduct:—			
Advances to Pennsylvania Co. ($1,667,733)	$	$1,000,639	$667,093
Payments to trust fund	600,000	58,621	69,895
Consol. mortgage redeemed	277,460	324,830	324,800
Allegheny Val. RR.—Deficiency	698,320	701,578	698,390
Fred. & Penn. Line RR. do	15,000	15,000	15,000
Am. SS. Co.—To meet int. guar.		90,000	90,000
Settlement of balances under trunk line pool in 1885			411,972
For destruction of property at New Brunswick, N. J.			265,000
	$1,390,780	$2,190,666	$2,542,150
Balance to credit of income	$8,001,213	$5,803,522	$6,253,804
Dividends	6,560,787	4,738,892	4,738,492
Rate of dividend	(7)	(5)	(5)
Credit of profit and loss	$1,440,426	$1,064,630	$1,514,912
Balance of old accounts, &c.	1,024,692	363,355	623,756
Balance	$415,734	$701,275	$891,156
Add profit and loss Jan. 1	13,613,184	14,032,918	14,734,193
Balance profit and loss Dec. 31.	$14,032,918	$14,734,193	$15,625,349

—(V. 42, p. 137, 157, 255, 272, 285, **301**, 304, **308**, 339, 379, 397, 549, 597, 647, 664, 768, 783; V. 43, p. 115, 132, 245, 352, 388, 431, 516, 635, 774; V. 44, p. 149, 276, 288, **307, 312**, 401, 466, 551, 621.)

Pennsylvania Company.—The Pennsylvania *Company* is a corporation chartered by the Pennsylvania Legislature, April 7, 1870, distinct from the Pennsylvania RR., and it operates all the leased lines west of Pittsburg. The stock is owned by the Pennsylvania RR.

The registered bonds are secured by deposit of $4,000,000 of Pittsb. Ft. W. & Chic. special stock. The gold bonds of 1921 are secured by a deposit in trust of the leases of the Pitts. Ft. W. & Chic. and the Cleve. & Pitts. railroads and are also guaranteed by the Penna. RR. Co. The trustees of the mort. are Wistar Morris, Edmund Smith and S. M. Felton. The sinking fund is 1 per cent per annum if the bonds can be bought at par.

The whole number of miles operated or in any way controlled by this company is 3,317. The income account of the company showed net profits over all liabilities, including fixed charges, of $1,867,883 in 1882; $872,829 in 1883; deficit in 1884 of $710,220, deficit in 1885 of $1,094,671; deficit in 1886 of $200,674.

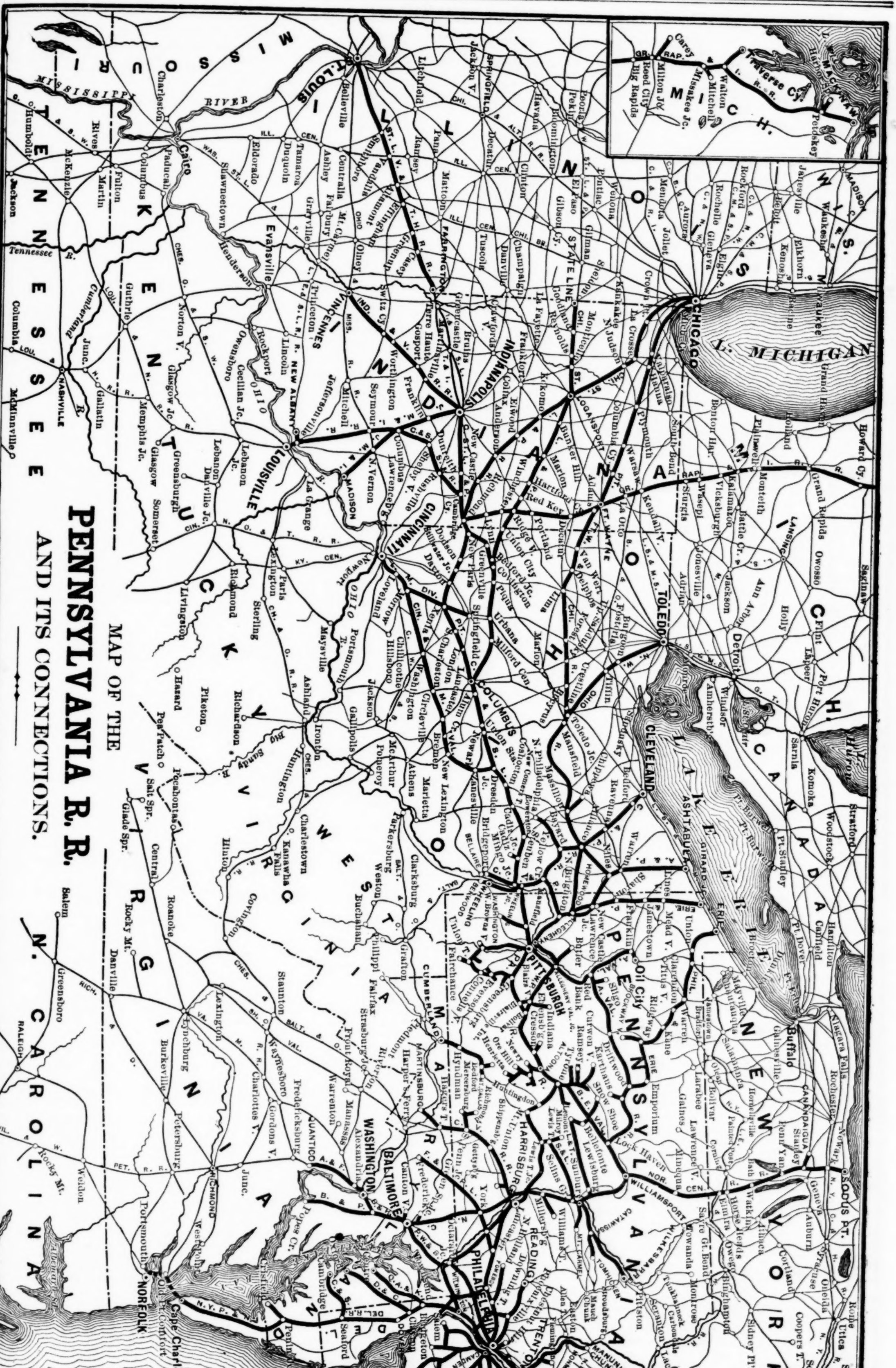
Pennsylvania & New York (Canal and Railway).—Owns from Wilkesbarre, Pa., to N. Y. L. E. & W. RR. near New York State Line, 104 miles. Branches to mines, 23 miles. Operated in connection with the Lehigh Valley Railroad as a northern outlet. Common stock, $1,061,700, and preferred stock, $4,000,000. Gross earnings in 1883-84, $2,151,338; net, $609,544. Gross in 1884-85, $1,827,460; net, $325,040. Seven per cent dividend paid on preferred stock in 1885.

Pennsylvania Schuylkill Valley.—Owns from Philadelphia to New Boston, Pa. 101 miles, and Frazer to Phœnixville, 40½ miles. This was formed in 1886 by the consolidation of several companies, and is controlled by the Pennsylvania RR. Co. The bonds are owned by the Pennsylvania RR. and issued in pieces of $100,000, convertible into $1,000 bonds. There is a sinking fund of 1 per cent. Gross earnings in 1885, $360,482; operating expenses, $400 585. Gross in 1886, $532,143; net, $41,491. J. N. DuBarry, President. (V. 42, p. 61.)

Pensacola & Atlantic.—Pensacola, Fla., to River Junction, Fla., 162 miles. Road completed Feb., 1883. Operated by Lou. & Nash. since Jan., 1885, and connects its system with the roads of Florida and So. Ga. Stock, $3,000,000. In addition to the bonds above given there are $975.000 6 per cent land grant bonds issued to the Louis & Nash., RR. Earnings for year ending June 30, 1886, $294,616 gross and $33,679 net; interest on bonds, $186,000; other interest, $38,636; taxes, $19,539; construction, $19,950; deficit, $224,496.

Peoria & Bureau Valley.—Owns from Bureau Junction to Peoria, Ill., 47 miles. The road was leased in perpetuity April 14, 1854, to the Chicago & Rock Island Railroad at a rental of $125,000 per annum.

Peoria Decatur & Evansville.—Owns from Pekin to Evansville, 235 miles; branch—Stewartsville, Ind., to New Harmony, Ind., 6 miles; leased, Pekin, Ill., to Peoria, Ill., 10 miles; through Decatur, 3 miles; total, 254 miles. This road is a consolidation of the Pekin Lincoln & Decatur RR. (formerly leased to the Wabash) and the Decatur Mattoon & So. and the Grayville & Mat. The road is operated in harmony with the Evansville & Terre Haute. In Dec., 1886, stockholders voted to exchange the income bonds for 5 per cent 2d mortgage bonds, and the exchange was made in March, 1887. (See full statement of the company and balance sheet in V. 44, p. 552.) Annual report for 1886 in V. 44, p. 442. Gross earnings in 1886, $814,744; net, $336,981; gross in 1885, $736,994; net, $247,653. (V. 42, p. **363**, 463, 519, 575; V. 43, p. 162 275, 335, 368, 459, 487, 632, 766; V. 44 p. 149, 212 276, 309, **342**, 552.)


MAP OF THE
PENNSYLVANIA R.R.
AND ITS CONNECTIONS.
ATLANTIC OCEAN
L. MICHIGAN
CHICAGO
INDIANAPOLIS
CINCINNATI
COLUMBUS
CLEVELAND
TOLEDO
PITTSBURGH
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
LOUISVILLE
NASHVILLE
NORFOLK
WILLIAMSPORT

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due, *Stocks*—Last Dividend.
Peoria & Pekin Union—1st mortgage, gold, coupon	20	1881	$1,000	$1,500,000	6 g.	Q.–F.	N. Y., Central Trust Co.	Feb. 1, 1921
Second mortgage, gold (issued for incomes)	20	1881	1,000	1,500,000	4½g.	M. & N.	do do	Feb. 1, 1921
Perkiomen—1st mortgage	38	1867	100	799,600	6	A. & O.	Norristown, Pa.	Apr. 1, 1887
Consol. mort., gold, guar. P. & R., (sink. fund)	38	1873	1,000	1,125,000	6 g.	J. & D.	do do	June 1, 1912
Peterborough (N. H.)—Stock	11	....	100	385,000	3	M. & N.	Nashua, Treasurer.	Nov., 1886
Bonds (not mort.), redeemable after 1882	....	1877	500 &c.	50,000	6	A. & O.	Boston, N. E. Trust Co.	Oct. 1, 1897
Petersburg—Stock	63	....	100	1,000,700	7	....	.....	.....
Guaranteed pref. stock, 6 per cent	....	....	50	323,500	3	....	.....	Jan. 3, 1887
1st mort. bonds (payable $25,000 yearly)	82	1869	....	300,000	8	J. & J.	Petersburg, Va.	Jan., 1887-'98
Mortgage bonds, class A	....	1881	....	643,000	5	J. & J.	do	July 1, 1926
Mortgage bonds, class B	....	1881	....	800,000	6	A. & O.	.....	Oct. 1, 1926
Philadelphia & Balt. Central—Stock	79	....	50	2,495,650	....	....	.....	.....
1st mortgage (for $2,500,000)	79	1881	1,000	1,000,000	5	M. & N.	Phila. Company's Office.	Nov. 1, 1911
Westchester & Phila., 1st mortgage	27	1871	100 &c.	1,100,000	7	A. & O.	do do	April 1, 1891
Philadelphia & Erie—Stock, common	287	....	50	7,975,000	....	....	.....	.....
Preferred stock, special	287	....	50	2,400,000	....	....	Philadelphia, Pa. RR.	.....
1st mort., Sunbury & E. (extended 20 years in '77).	40	1857	1,000	976,000	7	A. & O.	Philadelphia, Pa. RR.	Oct. 1, 1897
2d mortgage	287	1868	1,000	3,000,000	7	J. & J.	do do	July 1, 1888
General M., g., guar by Pa.RR.($5,263,000 rg. 5s)	287	1869	1,000	13,943,000	5 & 6 g.	Various	Philadelphia & London.	July, 1, 1920
Debenture bonds, reg. (redeemable at any time)	....	1885	1,000	1,470,000	4½	F. & A.	Philadelphia, Penn.RR.	Feb. 1, 1915
Phila. Germant'n & Chestnut Hill—1st mort., guar	7	1883	1,000	1,000,000	4½	M. & N.	.....	May 1, 1913
Philadelphia Germantown & Norristown—Stock	29	....	50	2,231,900	3	Q.–M.	Phila., Treasurer of Co.	June 3, 1887
Philadelphia Newtown & New York—Stock	....	....	50	1,200,000	....	....	.....	.....
Bonds, guar. by Phila. & Read., coup	21	....	100 &c.	700,000	6	A. & O.	Phila., 227 So. 4th St.	Oct. 1, 1897
Philadelphia & Reading—Stock, common	846	....	50	39,474,911	2½	....	Philadelphia, Office.	Jan. 25, 1876
Preferred stock	846	....	50	638,850	3½	....	do do	July, 1876
Receiver's certificates outstanding Nov. 30, 1886.	....	1884	....	2,835,370	4, 5, 6	....	.....	.....
Mortgage loan, sterling, coupon	....	1843	£500	967,200	6	J. & J.	London.	July, 1910
do dollars, coupon	....	1843-9	1,000	1,499,500	6	J. & J.	Philadelphia, Office.	July, 1910
do convertible, coupon	....	1857	500 &c.	74,500	6	J. & J.	do do	July, 1910
Mortgage loans, coupon	....	1868	1,000	2,700,000	7	A. & O.	do do	Oct. 1, 1893
Consol. mort. ($8,162,000 are gold 6s) cp. or reg.	....	1871	200 &c.	18,811,000	6 g. or 7	J. & D.	Last paid June, 1886	June, 1911
Gen. mort., gold, $ and £. cp.($5,000,000 are 7s).	....	1874	1,000	24,686,000	7 & 6 g.	J. & J.	Last paid July, 1884	July 1, 1908

Peoria & Pekin Union.—Owns from Pekin to Peoria, 10 miles on each side of Ill. River; total operated, 20 miles. The road is a union road, and the stock of $1,000,000 was taken by the different Peoria RR. companies, and they pay a rental for use of the road and also pay terminal charges. See full description in V. 36, p. 253. Opened Feb., 1881. In 1885, gross receipts, $397,506; net, $168,437; balance over interest and rentals, $4,286. Gross receipts in 1884, $429,847; net, $174,369; balance over interest and rentals, $71,889. A. L. Hopkins, President, New York.

Perkiomen.—Own from Perkiomen Junction, Pa., to Emaus Junction, 39 miles. The road was leased for 19 years from Aug. 1, 1868, to Phila. & Reading RR., and bonds guaranteed by the lessees; but the property was surrendered and all control given up in May, 1879. Stock subscription, $38,040. A proposed plan of reorganization provides for cancelling present debt and issuing a new mortgage for $2,250,000. Net earnings in 1883-84, $99,201; in 1884-85, $121,537. Interest on debt, $115,476. (V. 44, p. 335.)

Peterborough.—Owns from Wilton to Greenfield, N. H., 11 miles. Completed Jan. 1, 1874, and leased by Nashua & Lowell Railroad for 20 years from 1873 at 6 per cent on cost of the road. Edward Spalding, President, Nashua, N. H.

Petersburg.—Petersburg, Va., to Weldon, N. C., 63 miles. In May 1877, a receiver was appointed, but steps were taken by second mortgage bondholders to prevent a sale, and reorganization was made with $323,500 preferred stock and $1,000,700 common stock. $440,000 class "A" bonds are still in hands of Central Trust Co., of which $350,000 are reserved to retire old 1st mortgage 8s. In 1885-86, gross earnings, $359,596; net, $160,934; in 1884-85, gross, $345,128; net, $157,095. —(V. 42, p. **92**; V. 43, p. 608.)

Philadelphia & Baltimore Central.—Philadelphia to Westchester, 26 miles; Westchester Junction to Octoraro Md., 46 miles; leased Chester Creek Railroad, 7 miles; total operated, 79 miles. This was a consolidation, Oct., 1881, of the Philadelphia & Baltimore Central and the Westchester & Philadelphia railroads. Of the new stock Philadelphia Wilmington & Baltimore RR. holds nearly all. In 1884-85, net earnings, $181,799. In 1885-86, net earnings, $166,129; surplus over charges, $20,859.

Philadelphia & Erie.—Owns from Sunbury to Erie, 287 miles. Formerly Sunbury & Erie RR. It was leased to Pennsylvania RR. for 999 years from Jan. 1, 1862, the lessees to pay 30 per cent of gross receipt as rental, but modified January 1, 1870, so that actual net receipts are paid as rental. The general mortgage is guaranteed by the Pennsylvania Railroad and the interest on the 6s is paid J. & J., on the 5 per cents A. & O. The unpaid coupons are held by the lessee for advances, and by terms of adjustment in Jan., 1885, made with the Penna. Railroad Co. the P. & E. issued $1,500,000 debenture bonds at 4½ per cent, secured by the overdue coupons held as collateral.

Gross earnings from January 1 to March 31, 1887, were $843,849, against $742,496 in 1886; net, $359,345, against $304,511.

Last report was in CHRONICLE, V. 44, p. 273, giving the following:

INCOME ACCOUNT.

Receipts—	1883.	1884.	1885.	1886.
Gross earnings	$4,108,843	$3,660,146	$3,292,253	$3,708,485
Net earnings	$1,488,020	$1,453,000	$1,292,880	$1,465,953
Rents	4,892	9,120	8,471	10,836
Total income	$1,492,912	$1,467,200	$1,301,351	$1,476,789
Total disbursem'ts	1,277,575	1,250,218	1,187,713	1,339,328
Surplus	$215,337	$216,982	$113,638	$137,461

—(V. 42, p. 270; V. 44, p. **273**.)

Philadelphia Germantown & Chestnut Hill.—In Philadelphia from Germantown June., on Connecting Railway, to Chestnut Hill, 8¾ miles. From May 1, 1883, leased for 30 years to the Pennsylvania RR. Co., which guarantees 4½ per cent on the bonds. Gross earnings in 1885, $108,162; operating expenses, $116,405. Gross in 1886, $140,773; net, $7,464.

Philadelphia Germantown & Norristown.—Philadelphia, Pa., to Norristown, Pa., 17 miles; Germantown Branch, 3 miles; Plymouth Railroad, 9 miles; total, 29 miles. The property was leased Nov. 10, 1870, to Philadelphia & Reading Railroad for 999 years at a rental of $269,623 and $8,000 yearly for organization expenses. Dividends of 12 per cent per annum are regularly paid.

Philadelphia Newtown & New York.—Owns from Erie Ave., Philadelphia, to Newtown, Pa., 21 miles. Capital stock, $1,200,000. On November 10, 1879, the Philadelphia & Reading Railroad purchased 12,012 shares (which gave control of the property) and guaranteed the bonds; the road is operated in connection with the P. & R. system. Earnings in 1884-85, $73,928, expenses, $80,282; deficit, $8,353. In 1885-86 earnings were $80,450; expenses, $86,629; deficit, $6,179.

Philadelphia & Reading.—LINE OF ROAD—Owns main line, Philadelphia to Mount Carbon, Pa., 98 miles; branches owned, 228 miles; leased lines, 579 miles; roads controlled, 107 miles; total operated in 1887 about 1,013 miles. These leased lines include the No. Penn. and Delaware & Bound Brook roads, from Philadelphia to Bound Brook, N. J., and branch to Trenton. The Shamokin Sunbury & Lewisburg, and the Jersey Shore Pine Creek & Buffalo and other lines, form the connecting roads to the N. Y. Cent. & H. at Geneva and Lyons, N. Y.

ORGANIZATION, LEASES, &C.—The Philadelphia & Reading Company was chartered April 4, 1833, to build from Philadelphia to Reading, and on May 13, 1872, the Mount Carbon Railroad was merged and became part of the main line. Road opened Philadelphia to Pottsville in Jan. 1842. The Philadelphia & Reading Co. leases a number of roads in Pennsylvania, including the Catawissa, Chester Valley, Colebrookdale, East Pennsylvania, Little Schuylkill, Mine Hill, Schuylkill Valley, Philadelphia Germantown & Norristown, Philadelphia & Chester, and some minor roads; also the North Pennsylvania Railroad and Delaware & Bound Brook, forming the line from Philadelphia to New York. In May, 1883, the Central of New Jersey was leased, including the leased lines of that company in Pennsylvania, but after failure to pay the rental and a decision that the lease was never legally valid, the Jersey Central Road was given up Jan. 1, 1887. The fiscal year ends November 30. The annual election is held early in January.

The Philadelphia & Reading Coal & Iron Company is a corporation formed (Dec. 12, 1871) for the purpose of owning and working the extensive coal properties of this company. The Phila. & Read. RR. Co. owns all the stock ($8,000,000) of the Coal & Iron Company.

The P. & R. RR. and the Iron Co. were in the hands of receivers from May, 1880, to May, 1883. Again in June, '84, receivers were appointed.

STOCK AND BONDS.—The preferred stock is of small amount, and did not receive any dividends after 1880. The dividends paid on Philadelphia & Reading stock from 1870 to 1875, inclusive, were 10 per cent each year; in 1876 2½ per cent was paid and nothing since.

The range of P. & R. stock yearly in Philadelphia since 1875 has been: in 1876, 18½@55; in 1877, 10@20¼; in 1878, 11⅜@19¾; in 1879, 11½@37⅝; in 1880, 6¾@36½; in 1881, 25⅜@37¼; in 1882, 23½@33⅝; in 1883, 23½@30½; in 1884, 8½@30¼; 1885, 6⅜@12⅞; in 1886, 9½@27; in 1887, to May 20, 17¼@23⅞.

The bonds in the table above are arranged with the mortgage bonds placed first, then the plain debentures, income bonds, scrip, &c. Under the sinking fund clause the right has been claimed by Mr. Gowen to pay off the general mortgage bonds at any time on proper notice. The trustees of the general mortgage of 1874 hold the bonds of the Coal & Iron Co., viz., $29,737,965 mortgage of 1874 and the Philadelphia & Reading Co. also holds the $10,000,000 mortgage of the Coal & Iron Co. dated 1876.

The Deferred Income bonds have a claim for 6 per cent interest only after 6 per cent has been paid on the stock. In January, 1883, the convertible adjustment scrip was issued, secured by $4,000,000 income mortgage. The new consol. mortgage dated in 1882, due in 1922, was issued in adjustment of certain liabilities. In addition to the bonds above given there are real estate mortgages of the P. & R. RR. Co. for $2,098,200 and of the Coal & Iron Co. for $769,837.

OPERATIONS, FINANCES, &C.—The Philadelphia & Reading Co. has been the largest of the anthracite coal carriers, and through its auxiliary, the Philadelphia & Reading Coal & Iron Co., became a large owner of coal lands. Between 1870 and 1876 the P. & R. increased heavily its capital account in the purchase of new properties, and after paying 10 per cent dividends for some years ceased to pay after Jan., 1876.

In May, 1880, the company suspended payment and on May 24 receivers were appointed and held possession till May, 1883. But in June, 1884, the company again went into receivers' hands, partly owing to the heavy charges on Central of N. J. lease, while coal profits also declined largely.

In Feb., 1885, the Drexel-Morgan syndicate of bankers was formed, with a proposed capital of $15,000,000, for the purpose of effecting reorganization. (See CHRONICLE, V. 42, p. 216 and p. 394.) The plan of organization approved by the "reconstruction trustees" representing bondholders and the company, and by the syndicate, was published at length in the CHRONICLE of March 27, 1886, on p. 394, &c., and after the agreement with Mr. Gowen in Sept., 1886, under which Mr. A. Cobin became President, the complete plan as modified was published in the CHRONICLE of Dec. 18, on p. 747; (V. 43, p. 747).

For four months from Dec. 1, 1886, to March 31, 1887, gross earnings of the P. & R. and P. & R. C. & I. Co. were $11,207,249, against $9,755,847 in 1885-6; net, $3,095,852, against $1,633,733 in 1885-6.

The annual report for the year ending Nov. 30, 1886, was in V. 44, p. 89, and gave the income account as below, including the Central of New Jersey leased lines. From this report it appears that the floating debt and "current liabilities" of the P. & R. and the Coal & Iron cost Nov. 30, 1886, were $29,779,273, against $25,070,177 the previous year, an increase of $4,709,096. The details of the P. & R. RR. Co.'s unfunded debt were as follows:

	Nov. 30, '86.	Nov. 30, '85.
Bills payable and loans	$6,721,805	$7,103,890
Receivers' certificates	2,835,370	2,747,857
Leased roads and canals—rentals	5,342,743	3,364,501
Unpaid interest and dividends	8,219,814	4,694,427
Connecting roads	521,407	474,271
Account of current business	492,415	454,356
Wages, drawbacks, &c	1,842,990	1,400,971
Taxes on stock and receipts	3,324,054	592,350
	$26,301,658	$20,833,623

The Coal & Iron Co.'s floating liabilities on Nov. 30, 1886, were $1,855,363, against $2,809,499 on Nov. 30, 1885.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Phila. & Read.—(Cont.)—Improvement mort., gold	....	1873	$1,000	$9,364,000	6 g.	A. & O.	Last paid April, 1886	Oct. 1, 1897
Income mortgage, $	...	1876	1,000	4,995,000	7	J. & D.	Last paid Dec., 1883	Dec. 1, 1896
Consol. M, of '82, 1st ser., gold (for $80,000,000).	....	1882	500 &c.	4,403,328	5 g.	M. & N.	Last paid May, 1884	May 1, 1922
do 2d series (for $80,000,000)	....	1883	500 &c.	2,441,052	5 g.	F. & A.	Last paid Feb., 1884	Feb. 1, 1933
Debenture loan, coup.	....	1868	100 &c.	652,200	6	J. & J	Last paid Jan., 1884	July 1, 1893
do convertible, coupon	....	1873	100 &c.	6,203,900	7	J. & J.	Last paid Jan., 1884	Jan. 1, 1893
Scrip deben. and guar. bonds, currency	....	1877	10 &c.	557,569	6	J. & J.	Last paid Jan., 1884	July, 1877-84
Scrip general mort. and Perkiomen, 6, sterling	....	1877	90 &c.	1,794,510	6	J. & J.	Philadelphia & London.	July, 1882-85
Deferred Income bonds	....	1882	50 &c.	24,673,400	6	....	Nothing ever paid.	Irredeemable.
Deferred income scrip	....	....	....	894,690	6	....	Nothing ever paid.	Irredeemable.
Conv. adjustment scrip	....	1883	....	2,110,730	6	J. & J.	Last paid Jan., 1884.	Jan. 1, 1888
Car trust certificates	....	1883	....	1,400,000	6	F. & A.	Last paid Feb., 1886	.....
do do	....	1884	....	822,000	6	M. & S.	Last paid March, 1886.	.....
P. & R. Coal & I., purchase money mort. bonds	....	1872-4	500 &c.	12,261,000	6 & 7	Various	Philadelphia, Office.	1892 to 1894
do debenture loan	....	1872	1,000	1,117,000	7	M. & S.	Last paid March, 1884.	1892
Philadelphia & Trenton—Stock	39	....	100	1,259,100	2½	Q.—J.	Philadelphia, Office.	April 10, 1887
Philadelphia Wilmington & Baltimore—Stock	506	....	50	11,819,350	4	J. & J.	Phil'delphia, Co.'s Office	Jan. 1, 1887
Plain bonds, registered	....	1887	1,000	1,000,000	4	A. & O.		April, 1917
do	....	1872-4	1,000	700,000	6	A. & O.	do do	Oct. 1, 1892
do	....	1875	1,000	800,000	6	A. & O.	do do	April 1, 1900
do	....	1880	....	1,000,000	5	I. & D.	do do	June, 1910
Piedmont & Cumberland—1st mort	30	1886	1,000	650,000	5	F. & A.	New York.	Aug. 1, 1911
Pine Creek.—1st mort., guar.	....	1883	1,000	3,500,000	6	J. & D.	Phila. P. & R. RR. Co.	Dec. 1932
Pittsb. Cleve. & Toledo—1st mortg., gold, int. guar.	78	1882	....	2,400,000	6	A. & O.	New York.	Oct. 1, 1922
Pitts. C. & St. L.—1st M., consol., reg. and coup.	199	1868	1,000	6,863,000	7	F. & A.	Phila., Pa., RR. Office.	Aug. 1, 1900
2d consol. mortgage	199	1873	1,000	2,500,000	7	A. & O.	do do	April 1, 1913
1st mort., Steub. & Ind., extend. in 1884, reg.	125	1864	1,000	3,000,000	5	J. & J.	N. Y., Nat. City Bank.	Jan. 1, 1914
Col. & Newark Division bonds	33	1864	1,000	134,000	7	J. & J.	Phila., Pa. RR. Office.	Jan. 1, 1890
Holliday's Cove RR. mortgage bonds	....	....	....	120,000	6	F. & A.	do do	Feb. 1, 1893
Pittsb. & Connellsville.—1st mortgage	149	1868	1,000	4,000,000	7	J. & J.	Balt., Balt. & Ohio RR.	July, 1898
1st mortgage Turtle Creek division	10	1859	100 &c.	326,600	6	F. & A.	Pittsb., First Nat. Bank	Aug. 1, 1889
Consol. mort., guar. B. & O. (s. f. $7,200 pr. yr.).	149	1876	$200	6,292,000	6 g.	J. & J.	London, J.S. Morgan&Co	Jan. 1, 1926
2d consol. mortg., gold (pledged for B. & O. bonds).	149	1885	100 &c.	10,000,000	5 g.	F. & A.	New York Agency.	Feb. 1, 1925

GROSS AND NET RECEIPTS.

	1883-84.	1884-85.	1885-86.
Gross receipts	$47,450,848	$44,643,966	$46,373,811
Gross expenses	34,054,314	32,015,069	34,253,954
Net earnings	$13,396,534	$12,628,897	$12,119,857

The income account was briefly as follows:

INCOME ACCOUNT.

	1884-85.	1885-86.
Net receipts, both companies	$12,628,897	$12,119,857
From this deduct: For the Railroad Co.—		
Debit balance, profit and loss	$32,430	$62,895
State tax on capital stock	18,898	30,653
All rentals and full interest due, including dividends due on Cent. of N. J stock	16,184,453	15,804,595
Deduct: For the Coal & Iron Co.:		
Full interest on all obligations other than those held by the Railroad Co	940,997	984,684
	$17,226,778	$16,882,827
Deficit of both companies	$4,597,881	$4,762,970

—(V. 42, p. 23, 61, **91**, 94, 157, 216, 234, 272, 304, 339, 365, 393, 394, 431, 462, 464, 488, 519, 549, 604, 632, 675, 694, 728; V. 43, p. 23, 102, 103, 131, 134, 245, 275, 368, 399, 431, 459, 516, 547, 635, 672, 719, 738, 747; V. 44, p. 22, 61, **89**, 90, 185, 212, 244, 276, 309, 314, 401, 431, 459, 466, 527, 544, 551, 586.)

Philadelphia & Trenton.—Owns from Kensington, Pa., to Morrisville, Pa., 26 miles and Tioga Branch, 1 mile; leased—Trenton Bridge Connecting Railroad, 7 miles, and Frankford & Holmesburg Railroad, 4 miles; total owned and leased, 39 miles. On Dec. 1, 1871, it was leased with the United Companies of N. J. to the Penn. RR., at 10 per cent on stock, and is operated as a part of its New York division.

Philadelphia Wilmington & Baltimore.—Mileage as follows: Philadelphia Wilmington & Baltimore RR., 122 miles; Philadelphia & Baltimore Central, 79; Delaware RR., 100; Queen Anne & Kent RR., 26; Delaware & Chesapeake, 55; Cambridge & Seaford RR., 27; Del. Md. & Va. RR., 98 miles; total operated, 506 miles. Owns over half the stock of the Phil. & Balt. Cent.

This road on the main route, Philadelphia to Baltimore, has been profitable, paying regular dividends, with a considerable surplus. From 1868 dividends of 8 per cent on the stock have been paid each year. In April, 1881, nearly the whole stock was purchased and is held by Penn. RR. Co. For four years the income account was as follows:

INCOME ACCOUNT.

	1882-3.	1883-4.	1884-5.	1885-6.
	$	$	$	$
Gross earnings	5,741,672	5,820,323	5,678,588	6,004,764
Receipts—				
Net earnings	1,675,897	1,855,178	1,788,816	1,862,630
Other receipts	109,348	133,496	122,373	146,378
Total income	1,785,245	1,988,674	1,911,189	2,009,008
Disbursements—	$	$	$	$
Rentals paid	285,329	331,338	386,634	367,650
Interest on debt	211,778	201,485	200,000	200,000
Taxes	48,234	47,682	47,686	47,697
Dividends, 8 per ct	943,604	943,604	945,548	945,548
Miscellaneous	150,133	14,543	11,674	13,605
Total disbursem'ts	1,639,078	1,538,653	1,591,542	1,574,501
Balance, surplus	146,167	450,016	319,647	434,507

—(V. 42, p. 126; V. 44, p. 185.)

Piedmont & Cumberland.—Road extends from Piedmont, West Va., to Cumberland, Md., 30 miles. It connects the West Va. Central & Pittsburg RR. with the Pennsylvania RR. system, and has a traffic contract from the Pennsylvania Railroad. Stephen B. Elkins, President.

Pine Creek.—Stokesdale Junction to Newberry Junction, Pa., on the Corning C. & A. Road, 75 miles. Formerly Jersey Shore Pine Creek & Buff. RR. It is operated by the Fall Brook Coal Co., and forms a connection between Philadelphia & Reading lines and N. Y. Central, and bonds are guaranteed by these companies and the Corning C. & A., on the condition that guarantors shall advance money for interest if needed and take 2d mortgage bonds for such advances. Stock $1,000,000. Stock and bonds were largely held by Mr. W. H. Vanderbilt. Gross earnings in 1885 were $538,326; net, $167,564; rent of road, $161,498; surplus, $6,066. Gross in 1884, $460,263; net, $94,374.

Pittsburg Cleveland & Toledo.—*(See Map of Baltimore & Ohio.)*—From Newcastle Junction, Pa., to Akron, O., 77 miles. Stock $3,000,000, par $50. Leased in July, 1884, for 99 years, to Pittsburg & Western, which is controlled by Baltimore & Ohio, and the Baltimore & Ohio Company guarantees interest on the P. C. & T. bonds (see terms in V. 39, p. 607.) In the year ending June 30, 1886, gross earnings were $406,825; net, $132,462; interest, rentals, &c., $260,802; deficit, $128,340.

Pittsburg Cincinnati & St. Louis.—Owns from Pittsburg, Pa., to Columbus, Ohio, 193 miles; branch to Cadiz, Ohio, 8 miles; total, 201 miles. This was a consolidation of several companies, May 1, 1868, including the Steubenville & Indiana and the Pan Handle roads. This company is controlled by the Penn. Company, through the ownership of a majority of its stock. The P. C. & St. L. also has leases of the Little Miami and its dependencies. Common stock, $2,508,000; first pref. $2,929,200; second preferred, $3,000,000; par value of shares, $50. Authorized amount of 1st mort. $10,000,000, of which $3,137,000 reserved.

The report for the year 1886 said: "The tonnage transported was 4,864,889 tons, against 4,066,386 tons in 1885, a gain of 798,503 tons, the larger portion of which was in local traffic. All classes of freight show an increase, except ore, live stock and agricultural products. The coke traffic shows an increase of about 57 per cent, or 112,038 tons. The gain in the volume of coal was also quite large. There was an increase in freight earnings of $711,122 42. The average rate received per ton per mile was $6^{2}/_{10}$ mills as compared with $5^{3}/_{10}$ mills for the previous year; and while the average cost was increased, the result was an increased profit on this class of traffic. There were carried 1,321,432 passengers as compared with 1,261,427 in 1885, there being a gain in local, and a loss in through travel."

The statistics of the report for 1886 were in V. 44, p. 342. Comparative statistics for the four years, 1883-'86, are as follows:

	1883.	1884.	1885.	1886.
Total gross earnings	4,623,740	4,045,257	4,033,623	4,752,596
Op. exp. and taxes	3,087,465	2,731,960	2,681,633	3,130,690
Net earnings	1,536,275	1,313,297	1,351,990	1,621,906
P.c.of op.ex.to earn's	66·77	67·53	66·48	65·87

INCOME ACCOUNT.*

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Net earnings	1,536,275	1,313,297	1,351,990	1,621,906
Rentals and interest	8,784	4,624	4,835	4,974
Net from l'sed roads	401,132	423,531	378,330	432,897
Miscellaneous	.....	.....	589	.....
Total income	1,946,191	1,741,452	1,735,744	2,059,777
Disbursements—	$	$	$	$
Rentals paid	856,345	849,920	830,881	931,518
Interest on fund. d'bt	714,490	646,990	646,990	646,990
Other interest	231,216	183,850	178,615	133,104
Int. on C. & M. Val. bds.	105,000	105,000	52,500	.....
Loss on St. L. V. & T. H.	82,534	33,011	.....	.....
" Cin. & Mus. V. RR.	.....	42,003	66,917	.....
Miscellaneous	10,418	27,888	.....	14,172
Total	2,000,033	1,888,662	1,775,903	1,725,784
Balance	def. 53,842	def. 147,210	def. 40,159	sur. 333,993

* Exclusive of Col. Chic. & Ind. Cent.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1883	1884.	1885.	1886.
Assets—	$	$	$	$
RR., equipment, &c.	20,605,107	20,798,277	20,870,740	20,985,392
Stocks owned, cost	1,085,967	1,085,967	1,045,967	1,085,967
Bonds owned, cost	.....	23,750	23,750	23,750
Betterm't stol's d'r'ds	20,318	21,744	38,17	16,021
Bills & accts. receiv.	1,107,502	1,119,287	1,036,391	951,613
Materials, fuel, &c.	474,337	292,014	389,995	330,697
Cash on hand	317,725	258,918	276,134	322,015
Cin. Str. Conn. Ry	64,639	64,639	64,639	64,639
Profit & loss balance	232,415	396,124	428,482	119,300
Total assets	23,908,010	24,060,720	24,214,268	23,879,426
Liabilities—	$	$	$	$
Stock, common	2,508,000	2,508,000	2,508,000	2,508,000
Stock, preferred	5,929,200	5,929,200	5,929,200	5,929,200
Bonds	12,617,000	12,617,000	12,617,000	12,617,000
All other dues & acc'ts	1,692,961	1,451,050	2,013,724	1,680,136
Due Little Miami RR.	847,360	845,826	845,826	845,290
Due C. C. & I. C. RR.	.....	.....	.....	.....
Cin. Street Conn. bds.	262,500	262,500	262,500	262,500
Miscellaneous	50,989	447,144	38,018	37,298
Total liabilities	23,908,010	24,060,720	24,214,268	23,879,426

—(V. 42, p. 366, 547; V. 43, p. 245; V. 44, p. 342.)

Pittsburg & Connellsville.—Owns from Pittsburg, Pa., to Mt. Savage June., Md., 147 miles; branch, 2 miles; leased lines, 22 miles; total, 171 miles. Leased to the Balt. & Ohio Railroad since Jan. 1, 1876. The city of Baltimore transferred its interest to the Baltimore Railroad for $1,000,000, and the consolidated sterling mortgage was made and guaranteed by the Baltimore & Ohio, of which enough is reserved to retire the prior bonds. It is operated as the Pittsburg Division of the Baltimore & Ohio RR. In 1884 the Balt. & Ohio issued its bonds for $10,000,000 secured by pledge of the above 2d consolidated mortgage of the Pittsburg & Connellsville RR. Stock is $1,944,400. In 1885-86 gross earnings, $2,430,085; net were $842,421.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due, *Stocks*—Last Dividend.
Pittsburg Ft. Wayne & Chicago—Stock, guar	468	....	$100	$19,714,286	1¾	Q.—J.	N. Y., Winslow, L. & Co.	April 5, 1887
Special improvement stock, guaranteed	468	1871	100	10,776,800	1¾	Q.—J.	do do	April 1, 1887
1st mort. (series A to F) } Bonds all coupon, but	468	1862	500 &c.	5,250,000	7	Various	do do	July 1, 1912
2d do (series G to M) } may be made payable	468	1862	500 &c.	5,160,000	7	Various	do do	July 1, 1912
3d mortgage } to order.	468	1862	500 &c.	2,000,000	7	A. & O	do do	July 1, 1912
Pittsburg Junction—1st M., gold	4¼	1881	1,000	1,440,000	6 g.	J. & J.	New York & Pittsburg.	July, 1922
Pittsburg & Lake Erie—Stock	70	....	50	2,050,000	6	....	.....	In 1886
1st mortgage, gold, coupon	70	1878	1,000	2,000,000	6 g.	J. & J.	N. Y., Phila. & Pittsb.	July 1, 1928
Pittsburg McK. & Youghiogeny—Consol. stk., guar.	62	1884	50	3,000,000	1½	Q.—J.	.....	July 1, 1885
1st mortg., guar	....	1882	1,000	2,250,000	6	J. & J.	N.Y., Union Trust Co.	July 1, 1932
2d mortg	62	1884	1,000	750,000	6	J. & J.	do do	July 1, 1934
Pittsburg Painesville & Fairport—1st mortgage	62	1886	....	1,000,000	5	J. & J.	.....	1916
Pitts. Va. & Charleston—1st mortgage, gold	70	1882	1,000	3 000,000	5	A. & O.	Philadelphia.	April 1, 1912
Pittsburg & Western.—1st mort., g. (for $6,000,000)	120	1881	1,000	4,125,000	6 g.	J. & J.	Last paid Jan., 1885.	July 1, 1921
1st mortgage. Pitts. Brad. & Buff	103	1881	1,000	800,000	6	A. & O.	Last paid Oct., 1884.	April 1, 1911
Consol. mortgage	....	....	....	363,400	....	....	.....	1911
Port Huron & Northwestern—1st mortgage	218	1879	....	755,000	7	A. & O.	N. Y., First Nat. Bank	Oct. 1, 1899
Consolidated mortgage	218	1882	....	920,000	6	M. & S.	do do	Mar. 1, 1922
Equipment mortgage	218	1881	....	135,000	7	F. & A.	.....	.....
Port Jervis Monticello & N. Y.—Stock	24	....	....	500,000	....	....	.....	.....
Port Royal & Augusta—1st mortgage	112	1878	100 &c.	250,000	6	J. & J.	N. Y., 252 Broadway.	Jan. 1, 1899
2d mort., endorsed by Central Ga	112	1882	....	112,000	6	....	.....	1898
Augusta & Knoxville mortgage	68	1880	....	630,000	7	J. & J.	N. Y., Nat. City Bank.	July 1, 1900
General mortgage income bonds, coup	....	1878	100 &c.	1,500,000	6	J. & J.	N. Y., 252 Broadway.	Jan. 1, 1899
Portland & Ogdensb.—1st mort., gold	60	1870	500 &c.	800,000	6 g.	J. & J.	Last paid July, 1883.	Jan., 1900
Consol. mortgage (for $3,300,000)	94	1871	100 &c.	2,377,000	6 g.	M. & N.	Last paid May, 1883.	Nov., 1901
Portland & Rochester—Stock ($600,000)	58	....	....	590,800	3	....	Portland.	July, 1886
Portland Saco & Portsmouth—Stock	51	....	100	1,500,000	3	J. & J.	Boston, Office.	Jan. 15, 1887
Portland & Willamette Valley—1st mort., gold	29	1886	1,000	400,000	7 g.	J. & J.	N.Y., Farm. L. & Tr. Co.	Jan. 1, 1906
Portsmouth & Dover—Stock	11	....	100	769,000	3	J. & J.	Portsmouth, Treas,	Jan. 1, 1887
Portsmouth Gt. Falls & Conway—Stock	73	....	100	1,150,300	3	J. & J.	Bost., Eastern RR. Co.	July 15, 1873
1st mortgage	73	1877	500 &c.	1,000,000	4½	J. & D.	do do	July 2, 1937

Pittsburg Fort Wayne & Chicago. Owns from Pittsburg, Pa., to Chicago, Ill. 468 miles. The company made default Oct. 1, 1857, and again in 1859, and was foreclosed Oct. 24, 1861, and reorganized under this title Feb. 26, 1862. On June 27, 1869, the company leased all its road and property to the Penn. RR at a rental equivalent to interest, sinking fund of debt, and 7 per cent on $19,714,286 stock, which was increased at that time from $11,500,000. The lease was transferred subsequently to the Pennsylvania *Company*. The lessees are to keep the road in repair and also pay taxes, expenses, &c. The rental and interest charge is about $3,126,000 per year, and the profit to lessees had been large; in 1884 and 1885, however, there was a loss to lessee. The Pitts. Ft. Wayne & Ch ic. leases the Newcastle & Beaver Val. and the Lawrence roads, which in turn are leased again by the Pennsylvania Co.

The first mortgage bonds are in six series lettered A to F inclusive, of $875,000 each series, the interest on "A" series being payable Jan. and July; on "B" it is February and August; on "C" it is March and September; on "D" it is April and October; on "E" it is May and Nov., and on "F" it is June and December. The second mortgage is also in six series of $860,000 each, lettered H to M inclusive (J omitted), and the interest is payable Jan. and July on "G" series, Feb. and Aug. on "H," March and Sept. on "I," April and Oct. on "K," May and Nov. on "L," and June and Dec. on "M." The bonds are coupon, but may be registered payable to order. Of the 1st mortgage bonds, $1,633,500, and of the 2d mortgage $1,949,500, and $823,767 cash, were held in the sinking funds Jan. 1, 1887. The special improvement stock is issued to Pennsylvania RR. for improvements, &c., under article 16 of lease, which provides that the lessee may issue special bonds or stock, and says: "The said party of the second part shall guarantee the payment, semi-annually or quarterly, thereon of such rate of interest as may be agreed upon between the parties hereto, to be paid by the said party of the second part to the holders thereof without deduction from the rent hereinbefore reserved; and the said special stock, or bonds, or other securities, shall be issued only in respect to improvements of and additions to the said railway which, and estimates and specifications of which, shall have been submitted to and approved by the said party of the first part in writing." * * *

It was proposed to change the terms of the ease so as to issue bonds to the lessee instead of the special guaranteed stock, but this was not consummated.

Operations and earnings for four years past were as below; in the gross the net profits on leased lines are included, and in the net the earnings paid to the C. & P. road are de ducted.

Years.	Miles.	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings.	Available Revenue.	Div'd p. ct.
1882....	468	140,057,682	991,907,501	$10,957,133	$4,368,465	7
1883....	468	127,520,075	944,563,376	10,965,656	3,747,519	7
1884....	468	110,639,940	907,951,237	9,204,314	2,907,465	7
1885....	468	134,613, 04	9 3,564,515	8,237,156	2,411,451	7
1886....	468	101,370,187	903,083,277	9,149,340	3,083,012	7

Pittsburg Junction.—From Monongahela River to Allegheny River, Pittsburg, Pa., 4¼ miles, including side tracks and branches. Built under auspices of B. & O. and Pittsburg & Western, which companies made an agreement to pay $2 for each car, and guaranteed (separately) a minimum of $240,000 per annum. In 1886 gross earnings were $176,000 and net $140,090. Common stock is $960,000. Preferred stock, $480,000. (V 44, p. 118.)

Pittsburg & Lake Erie.—Owns from Pittsburg, Pa. to Youngstown, Ohio, 68 miles; branch line to Newcastle, Pa., 2 miles; total, 70 miles. Leased from Jan. 1, 1884, for 99 years, the Pittsburg McKeesport & Youghiogheny RR., from Pittsburg to New Haven, Pa., 57 miles, with branches, 5 miles. Scrip certificates for $615,000, bearing 6 per cent interest and payable at will, are also outstanding. This company is managed in the interest of Lake Sh. & Mich. So.. Gross earn. in 1885, $1,201,312; net, $394,407. In 1886 gross, $1,376,861; net, $375,655. Jno. Newell, Pres't, Cleveland, O. (V. 42, p. 124; V. 44, p. 91, 544.)

Pittsburg McKeesport & Youghiogheny.—Owns from Pittsburg to New Haven, Pa., 57 miles; branches, 5 miles; total, 62 miles. Road opened Nov., 1883, and leased to Pittsb. & Lake Erie RR. for 99 years, 6 per cent on the $3,000,000 stock and principal and interest of the bonds being guar. by P. & L. Erie and Lake Shore & M. So. Cos.. the guarantees being endorsed on the share certificates and bonds. Gross earnings in 1885, $587,723; net, $320,270; paid interest and dividends, $359,173; deficit, $38,903. W. C. Quincy, President, Pittsburg, Pa.

Pittsburg Painesville & Fairport.—Owns from Fairport, O., to Youngstown, O., 62 miles. Leased in Dec., '86 to the Pittsburg & Western the 52 miles from Fairport to Niles. The Painesville & Youngstown RR. Co. made default, and road was sold in foreclosure June 2, 1879, and reorganized. Sold again in foreclosure June 3, 1886, for $400,000, and P. F. & F. Co. organized. Common stock, $800,000; pref., $ 50,000. (V. 42, p. 272, 575, 694.)

Pittsburg Virginia & Charleston.—From South Pittsburg, Pa., to Uniontown Pa., 70 miles. The stock is $1,505,000. The bonds and $1,251,050 of the stock are owned by the Penn. RR. Gross earnings, 1886, $629,104; net, $252,232. Dividends of $1 50 per share paid in March and September, 1885, and 2½ per cent April 4, 1887.

Pittsburg & Western.—Owns from Allegheny City, Pa., to New Castle, Pa., 65 miles; Callery Junction to Mt. Jewett, 137 miles; Duck Run Branch, 3 miles; Clarion Branch, 6 miles; other branches, 2 miles; total, 212 miles. Leases P. C. & Tol., New Castle Junction, Pa., to Valley Junction, O., 77 miles, and uses 26 miles of Cl. Mt. V. & Del. RR., Akron, O., to Orville, O.; total, 315 miles. This was a consolidation of several roads dated June 15, '81, and in '83 Pitts. Brad. & Buffalo was acquired. In July, 1884, leased the Pittsburg Cleveland & Toledo RR., making a line to Akron, O. Operated in the Baltimore & Ohio interest. Stock, $7,250,000. In addition to above bonds, there are about $300,000 other issues, for which 1st mortgage bonds are reserved. Guarantees, with Baltimore & Ohio, the Pittsburg Junction bonds. On March 23, 1885, James Callery and J. W. Chalfant of Pittsburg were appointed receivers.

The plan of reorganization (in the CHRONICLE, V. 44, p. 370) proposes to issue a new 1st mort. gold for $10,000,000 at 4 per cent, and $5,000,000 of pref. 5 per cent stock, and $7,000,000 common stock. The committee was J. Lowber Welsh, Jno. T. Terry, C. H. Coster, A. J. Thomas. The road will be sold June 8. In 1884-85 gross earnings, $814,793; net, $230,175. In 1885-86, gross earnings, $1,091,463; net, $334,028. James Callery, Pres., Pittsburg. (V. 43, p. 399; V. 44, p. 370, 544.)

Port Huron & Northwestern.—Port Huron to East Saginaw, 91 miles; Saginaw Junction to Sand Beach, 58; Port Austin to Palms, 35; Port Huron to Almont, 34; total, 218 miles. In 1884 gross earnings were $288,964; net earnings, $77,595; interest payments, $133,187. In 1885 gross, $297,762; net, $84,283; interest payments, $140,574. John P. Sanborn, President, Port Huron, Mich.

Port Jervis Monticello & N. Y.—Owns from Port Jervis, N. Y., to Monticello, N. Y., 24 miles. Was sold in foreclosure July 16, 1875, and again sold out in Nov., 1886, and then reorganized under present title. H. R. Low, Middletown, President. Gross earnings in 1884-85, $20,530; net, $5,355. Gross in 1885-86, $10,720; net, $1,944. (V. 43, p. 309, 579.)

Port Royal & Augusta.—Owns from Port Royal, S. C., to Augusta, Ga., 112 miles. Leased in Sept., 1883, the Augusta & Knoxville road, Augusta, Ga., to Greenwood, S. C., 68 miles, for 99 years, at 4 per cent on stock of $127,639, and assuming the bonded debt. Formerly Port Royal Railroad. Defaulted Nov. 1, 1873, and receiver appointed May 9, 1875. Sold in foreclosure June 6, 1878, and purchased for the bondholders, who organized this company. The Georgia Railroad was endorser on $500,000 of the old bonds. The stock is $750,000, and in June, 1881, a controlling interest was purchased by Central Georgia RR. parties. Gross earnings in 1885-86, $452,113; net, $58,102. In 1884-85, gross $412,164; net, $58,148.

Portland & Ogdensburg.—Owns from Portland Me., to Fabyans, 91 miles. It reaches the Vermont Division (now St. Johnsbury & Lake Champlain) by using 14 miles of the Boston Concord & Montreal RR. and a 3-mile link of its own. In 1876 the company made default on the 1st mortgage interest and foreclosure proceedings were begun, but compromise was made by giving notes for overdue coupons up to July, 1878. Interest is not paid on the consolidated mortgage, of which the city of Portland holds $1,350,000. The city of Portland owned a controlling interest in the stock, which is $1,052,186.

In March, 1884, a foreclosure suit was begun and receivers appointed and power to issue $200,000 receiver's certificates was given by the Court. In June, 1885, a decree of foreclosure in six months was made, and a plan of reorganization was stated in V. 41, p. 421; also the plan of 2d mortg. bondholders in V. 41, p. 466.

Gross earnings in 1884-85 were $361,993; net, $99,157; gross in 1885-86, $361,376; net, $121,782. (V. 42, p. 126, 728; V. 43, p. 211, 672; V. 44, p. 119.)

Portland & Rochester.—Owns from Portland, Me., to Rochester, N. H., 53 miles. The old company was put in the hands of a Receiver February, 1877. Foreclosure suit was begun, but a settlement was made in 1881 by which the old stock and bonds were converted into the stock of the new company. In Nov., 1885, a lease to the Boston & Maine was made for 50 years. Gross earnings in 1885-86, $191,503; net, $42,594. In 1884-85, gross, $181,900; net, $25,272. —(V. 43, p. 717.)

Portland Saco & Portsmouth.—Portland, Me., to Portsmouth, N. H., 51 miles. It was leased May 4, 1871, to the Eastern Railroad Mass., at 10 per cent on stock. Lease rental changed May 21, 1877 and now 6 per cent. The Boston & Maine Railroad leased the Eastern in 1884 with all its leased roads.

Portland & Willamette Valley.—Line of road from Portland, Or., to Dundee, 28½ miles, connecting with Oregonian Railroad, with which it has a freight contract for 15 years. Stock, $130,000.

Portsmouth & Dover.—Portsmouth, N. H., to Dover, N. H., 11 miles. Opened February 1, 1874, and leased for 50 years to Eastern of New Hampshire at 6 per cent per annum on the stock. Operated now by Eastern (Mass.) Frank Jones, President, Portsmouth, N. H.

Portsmouth Great Falls & Conway.—Owns from Conway Junction, Me., to North Conway, N. H., 73 miles. The Eastern Railroad in Massachusetts has made a lease of the road for 60 years from Dec. 1, 1878, with a guaranteed rental of $45,000 a year, which pays 4½ per cent on $1,000,000 bonds, and the stock is to receive the same dividends as the stock of the lessees. Total stock, $1,150,300, of which lessees own $551,300.

Poughkeepsie Hartford & Boston.—Poughkeepsie, N. Y., to Boston Corners, 40 miles; Stissing to Pine Plains (track rented), 5 miles; total, 45 miles. The Pough. & East. RR. was sold in foreclosure May 15, 1875. This road was sold in foreclosure June 26, '84, under the 2d mort., and again foreclosed in 1886 under a small 1st mort. to give a clear title to the property. (V. 38, p. 149.) In 1883-84, gross earnings, $47,803; net, $6,560. In 1884-85, gross, $43,050; net, $6,531. G. P. Pelton, President, Poughkeepsie, N. Y. (V. 42 p. 397.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Poughkeepsie Hartford & Boston—1st mort.	42	1875	$....	$16,000	7	....	.....	1905
Providence & Springf.—1st M. (end. by City Prov.).	23	1872	1,000	500,000	7	J. & J.	Providence,Am. Nat.Bk	July 1, 1892
Providence & Worcester—Stock	51	....	100	2,500,000	3	J. & J.	Providence, Office.	Jan. 1, 1887
Bonds	....	1877	....	1.242,000	6	A. & O.	Providence R. I.H.T.Co.	1897
Raleigh & Augusta—Stock ($1,000,000 pref.)	98	....	....	1,873,000	....	....	.....	.....
Raleigh & Gaston—1st mortgage	97	1873	1,000	1,000,000	8	J. & J.	Phila.,Pa.,& Ral'gh,N.C.	Jan., 1898
Reading & Columbia—1st mort , coup. (extended)	40	1862	100&c.	650,000	5	M. & S.	Phila., Co.'s Office.	Mch. 1, 1912
2d mortgage, coupon (extended in 1884)	40	1864	1,000	350,000	5	J. & D.	do do	June 1, 1904
Debentures	....	1877	1,000	1,600,000	6	J. & D.	do do	Dec. 1, 1917
Lancaster & Reading, 1st mortgage	15	1873	100 &c.	350,000	7	J. & J.	do do	July 1, 1893
Rensselaer & Saratoga—Stock	193	....	100	8,155,300	4	J. & J.	N. Y., Nat. B'k Com'rce.	Jan. 1, 1887
1st mortgage, consolidated (for $2,000,000)	79	1871	1,000	1,925,000	7	M. & N.	N.Y., Del.& H.Canal Co.	Nov., 1921
Richmond & Alleghany—1st mortgage, gold	252	1880	1,000	4,982,000	7 g.	J. & J.	Last paid Jan., 1883.	July 1, 1920
Second mortgage, gold	252	1881	1,000	4,000,000	6 g.	M. & N.	Last paid Nov., 1882.	May 1, 1916
Car trust certificates	....	....	....	393,000	5	....	.....	1890 to 1895
Richmond & Danville—Stock	756	....	100	5,000,000	2	Q.—F.	.....	Aug. 15, 1882
3d mortgage, (consol. of 1867) coup. or reg	141	1867	100 &c.	617.500	6	M. & N.	N. Y., Central Trust Co.	May 1, 1890
General mort., gold (for $6,000,000)	141	1874	1,000	4,878,000	6 g.	J. & J.	do do	1915
Debenture mortgage bonds, cumulative	....	1882	1,000	(†)	6	A. & O.	do do	April 1, 1927
Consol. mort., gold ($15,000 per mile)	....	1886	1,000	(†)	5 g.	A. & O.	do do	Oct. 1, 1936
Piedmont branch, 1st mortgage	48	1868	1,000	500,000	8	A. & O.	N. Y., Cent. Trust Co.	1888
Northwestern, N. C., 1st mort., guar	29	1873	1,000	500,000	6	A. & O.	Richmond.	1902
Richmond York River & Ches., 1st mortgage	38	1873	1,000	400,000	8	J. & J.	do	Jan. 1, 1894
do do 2d mortgage	38	1880	1,000	400,000	6	M. & N.	do	Nov. 1, 1900
do do Stock guar. 6 p. ct	....	....	....	497,000	3	J. & J.	.....	Jan. 1, 1887.
Rich'd Fredericksburg & Potomac—Bonds, ster	....	....	....	57,327	5 g.	J. & J.	London.	1901
Dollar loan	....	....	....	309,594	5, 6, 7	J. & J.	Richmond, Office.	1895-'99 1902
Coupon bonds of 1890	....	....	....	150,000	8	J. & J.	Phil.,Townsend W.& Co.	1 890
Coupon bonds of 1901	....	....	....	300,000	6	M. & N.	Richmond, Office.	1 901
Richmond & Petersburg—Stock	25	....	100	1,000,000	3	J. & J.	Richmond, Office.	Jan. 1, 1887
1st mortgage, coupon	25	1870	1,000	50,000	8	A. & O.	do do	1886
Consol. mortgage ($50,000 are 7s)	25	1875	500 &c.	319,000	6 & 7	M. & N.	do do	May 1, 1915

Providence & Springfield.—Providence, R. I., to Pascoag, 23 miles. It was proposed to extend the road to Springfield, Mass., 80 miles. Stock is $516,850. In 1884-85, gross earnings, $92,700; net, $45,545; interest, $36,163. In 1885-86, gross earnings, $102,563; net, $38,032; interest, $34,890.

Providence & Worcester.—Owns from Providence, R. I., to Worcester, Mass., 44 miles; branches, 7 miles; total operated, 51 miles. Notes outstanding are $250,000. Stockholders can subscribe prior to Feb. 15, 1887, for $500,000 new stock at par. In 1885-86 gross earnings were $1,245,711; net, $371,507. In 1884-85 gross, $1,077,106; net, $321,507. (V. 43, p. 607, 738.)

Raleigh & Augusta.—Owns from Raleigh, N. C., to Hamlet, N. C., 98 miles; Hamlet to Gibson, 10 miles; total, 108 miles. Formerly Chatham Railroad, and is controlled by Raleigh & Gaston.

Raleigh & Gaston.—From Raleigh to Weldon, N. C., 98 miles and Louisburg branch 10 miles. The stock is $1,500,000. In April, '84, 3 per ct. dividend paid, 3 in Oct., 1885, and 2 in April, '86. John M. Robinson, Pres't, Baltimore. Gross earnings for fourteen months ending Dec. 31, 1885, $542,283; net, $168,148.

Reading & Columbia.—Owns from Columbia to Sinking Springs, Pa., 40 miles; branches, 8 miles; Lancaster & Reading Railroad, leased, 15 miles; total operated, 63 miles. Stock, $958,268. The road is controlled and operated by Philadelphia & Reading, but accounts kept separate. The first mort. 7 per cent bonds due 1882 were extended 30 years at 5 per cent, and the 2d 7s due 1884 were extended twenty years at 5 per cent. Gross earnings in 1884-85, $356,-108; surplus, $76,362; 1885-86, gross, $382,358; surplus over interest, &c., $66,965.

Rensselaer & Saratoga.—Owns from Albany to Lake Champlain, N. Y., 79 miles; Troy to Waterford Junction, N. Y., 6 miles Whitehall, N.Y., to Castleton, Vt., 14 miles; Eagle Bridge to Rutland Vt., 62 miles; other, 2 miles; leased: Ballston to Schenectady, 15 miles; Fort Edward to Caldwell, 15 miles; total operated, 192 miles. It was a consolidation of several lines, and the Delaware & Hudson Canal Co. leased the whole March 1, 1871, at a rental of 8 per cent on the stock and interest on the bonds. In the fiscal year ending Sept. 30, 1886, the payments by the lessee company for rentals were $885,187, leaving a surplus of $14,891. Operations have been:

Years.	Miles.	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings.	Net Earnings.	Div. p.c.
1882-83.	192	29,612,425	68,780,201	$2,149,043	$764,587	8
1883-84.	192	30,286,267	70,330,754	2,136,356	707,333	8
1884-85.	192	30,766,535	61,978,179	2,097,967	721,163	8
1885-86.	192	33,578,433	85,187,168	2,280,392	893,392	8

—(V. 42, p. 604; V. 43, p. 580.)

Richmond & Alleghany.—Owns from Richmond to Clifton Forge, 230 miles; branch to Lexington, 19 miles; dock connection, 1 mile; leased, Buckingham RR., New Canton to Arvon, 4 miles; Valley RR. connection, 2 miles; total, 256 miles. The company was chartered Feb. 27, 1879, and acquired by purchase the properties and franchises of the James River & Kanawha Canal Co., and the Buchanan & Clifton Forge Railway Co., including water rights on James River and terminals in Richmond; the cost of these in stock and cash was $6,588,609.

The stock is $5,000,000. In May, 1883, default on the mortgage interest was made, and on June 23 receivers were appointed.

The plan of reorganization as changed in March, 1887, proposed that the new securities will be $6,000,000 5 per cent firsts; $5,000,000 preferred stock, and $5,000,000 common. In 1888 2½ per cent interest will be paid on the bonds and 5 thereafter. The present 1sts will get 100 per cent in new firsts, 37 per cent in preferred stock and 30 per ct. in common stock. The 2ds get 53¼ per cent in preferred stock and the common stock gets 70 per cent in new common, having paid 10 per cent assessment in all, including $2 10 already paid. The money for the assessment will be used to pay receiver's certificates. Earnings from operations for three years ending Sept. 30 were:

	1884.	1885.	1886.
Gross earn'gs, incl. rents, docks, &c.	$604,083	$589,591	$597,018
Operating expenses	420,104	404,918	438,350
Net earnings	$183,979	$184,673	$158,698

—(V. 44, p. 58, 119, 435, 495.)

Richmond & Danville.—LINE OF ROAD.—The main line is from Richmond, Va., to Danville, Va., 141 miles; branches, 12 miles; Danville, Va., to Greensboro, N. C., 47 miles; Salem Junction, to Salem, 25 miles; leased: West Point, Va., to Richmond, 38 miles; Goldsboro, N. C., to Charlotte, 223 miles; Charlotte, N. C., to Atlanta, 269 miles, and narrow-gauge branches, 70 miles; total owned and leased, 825 miles, of which 756 miles are operated directly by the Richmond & Danville Co. and the earnings based thereon, and 69 miles, mostly of the Atl. & Ch. narrow-gauge branches, are reported separately.

In April, 1886, the Virginia Midland RR. was leased for 99 years, and the Greenville & Columbia, Charlotte Columbia & Augusta, and Western North Carolina also leased for 99 years. The Piedmont RR. is virtually owned and the Northwestern North Carolina also owned. The Rich. York R. & Chesapeake is leased in perpetuity. The Richmond & Danv. Extension Co. was organized to build Georgia Pacific RR., and large advances were made to it by the Richmond & West Point Terminal Co.

In Nov., 1886, negotiations led to a sale of a large majority of the R. & D. stock to the Terminal Company, which then became the principal corporation, and afterward, in Feb., 1887, exchanged its own stock for the R. & D. stock in the proportion of four shares of Terminal for one of Richmond & Danville. The R. & D. stock was thus taken and held by the Terminal Co.

The total authorized issue of general mortgage bonds is $6,000,000, of which part is reserved to take up prior liens and the Piedmont RR. bonds. The interest on the Debenture bonds was strictly cumulative and they carry unpaid the coupon of Oct., 1883, and all since, making 24 per cent April, 1887, and a proposal was made to the holders to issue to them in exchange for each $1,000 bond and coupons thereon new consol. mort. 5 per cent gold bonds—124 per cent covering both principal and interest—and to allow debenture holders to keep their bonds as security for the principal. The consol. gold mort. of 1886 was issued for an authorized amount of $11,220,000 to take up the gen. mortgage bonds, the debentures and their overdue interest, and the Northwestern N. C. RR. bonds, guaranteed. Also further issues at $15,000 per mile can be made to retire bonds of leased lines. (See V. 43, p. 275.)

The annual report for the year ending Sept. 30, 1886, was published in the CHRONICLE, V. 43, p. 717, containing the following:

	1885-86.	1884-85.	1883-84.
Total receipts	$4,012,028	$3,999,147	$3,834,737
Operating expenses	2,121,553	2,231,486	2,218,977
Net receipts	$1,890,475	$1,767,661	$1,615,760

INCOME ACCOUNT.

	1885-6.	1884-5.	1883-4.
Net revenue for the year	$1,890,475	$1,767,661	$1,617,358
Interest on debt, rentals, &c.	*1,467,658	*1,483,097	*1,470,908
Balance over all charges	$422,817	$284,564	$.36,450

* The int. charge on debent's is included here in full, but it was not paid.

—(V. 42, p. 488, 575, 604, 633, 728; V. 43, p. 73, 163, 255, 516, 548, 635, 717, 738; V. 44, p. 185, 308, 335, 435.)

Richmond Fredericksburg & Potomac.—Owns from Richmond, Va., to Quantico, 82 miles. In November, 1881, there were voted dividend certificates for $755,039 to be issued to holders of common stock (70 per cent on each share), to represent money spent on the property out of earnings, and afterwards a similar issue on guaranteed stock. The common stock is $1,030, 100; guaranteed stock, $500,-400 (6 per cent except $19,000 guar. 7 per cent), and "dividend obligations" $1,066,500. In year ending Sept. 30, 1886, gross earnings were $505,412; net, $233,876; interest and guaranteed dividend charges, $85,-204; balance net surplus, $148,672. In 1884-85 gross earnings, $471,-913; net, $191,815; interest paid, $50,624; guar. dividend, $34,835; surplus, $106,357. (V. 43, p. 670.)

Richmond & Petersburg.—Owns from Richmond to Petersburg, Va., 23 miles; branch, 2 miles; total, 25 miles. The road has earned moderate dividends and the debt account is very small. In 1885-86 gross earnings, $207,454; net, $95,598. In 1884-85, gross, $192,650; net, $95,168. (V. 42, p. 21; V. 43, p. 717.)

Richmond & West Point Terminal Railway & Warehouse Co.—This company was incorporated by an act of the Legislature of Virginia of March 8, 1880. It was the auxiliary corporation of the Richmond & Danville RR. Co. controlling several stocks by ownership of a majority, the total miles of road thus controlled being 1,840, embracing the following: Char. Col. & Aug., 191 miles; Col. & Green., 197 miles; Chester & Lenoir RR. (narrow gauge), 90 miles; Chester & Cheraw (nar. g.), 29 miles; Atlantic Tenn. & Ohio RR., 47 miles; Laurens Railway 31 miles; Knoxville & Augusta RR., 16 miles; Richm. & Meck. Railroad, 31 miles; Spartanburg Union & Columbia 68 miles; Northeastern of Georgia, 61 miles; Western North Carolina Railroad, 274 miles; Asheville & Spartanburg, 50 miles; Virginia Midland Railway, 405; miles; Georgia Pacific, 313 miles.

In November, 1886, the Terminal Company purchased a large majority of the R. & D railroad stock, and a new board was elected. It was voted in December to issue $5,000,000 of pref. Terminal stock, secured by the deposit in trust of 25,000 shares of R. & D. stock; and afterward the common stock was increased to $10,000,000. In Jan., 1887, $5,000,-000 of the East Tenn. Va. & Ga. first pref. stock was bought, giving control of that Co. for five years, and the balance of Richm. & Danv. stock was taken. See terms of this negotiation in V. 44, p. 119. See V. 43, p. 635.

The report in March, 1887 (V. 44, p. 401), showed that the Richmond & West Point Ter. R. & Warch. Company then owned the following stocks, viz.: Of its own stock $28,653 pref. and $3,579,300 common (to be exchanged for Richmond & Danv. stock, of which $2,499,000 to be pledged); also, $4,230,100 of Rich. & Danv. RR. stock, $5,500,000 ($6,000,000 pledge), of East Tenn. Va. & Ga. 1st pref.; $2,611,650 Rich. & Danville Extension Co.; $24,800 of Am. Construction Co; $120,000 Northeastern Railroad of Georgia, $3,168,300 Western North Carolina RR. common and $3,168,300 pref.; $100,000 Knoxville & Augusta RR., $1,302,400 Charlotte Columbia & Augusta RR., $3,577,343 Virginia Midland Railway (of which $3,100,000 pledged), *$1,001,000 Columbia & Greenville RR., $49,000 Dan. Mock. & So. W. RR., $300,000 Richmond & Mecklenburg RR., $103,900 Rabun Gap Short Line, $3,133,-980 Georgia Pac. Railroad, $1,500,000 Wash. O. & West; and the following bonds: $100,000 Knoxville & Augusta 1st mortgage 6 per cents,

MAP OF THE
ROME, WATERTOWN
AND
OGDENSBURG
RAILROAD & CONNECTIONS.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend
Richmond & West Pt. Ter. R. & W. Co.—Stock	4,267	....	$100	$40,000,000	....	....	.....	.....
Preferred 5 per cent stock, cumulative	....	....	100	5,000,000	....	....	.....	.....
Collateral trust bonds	....	1887	1,000	8,500,000	6	F. & A.	N. Y., Central Trust Co.	Feb. 1, 1897
Rochester & Genesee Valley—Stock	18	....	100	552,200	3	J. & J.	N.Y.,by N.Y.L.E.&W.Co	Jan. 1, 1887
Rochester & Pittsburg—See Buffalo R. & P.								
Rock Island & Peoria—Stock	91	....	.....	1,500,000	2½	J. & J.	N. Y., Corn Exch. Bank.	Jan. 1, 1887
1st mortgage	91	1878	25,000	150,000	10	J. & J.	do do	Jan. 1, 1900
Consol 1st mortgage	113	1885	5,000	450,000	6	J. & J.	do do	Jan. 1, 1925
Rome & Carrollton—1st mort., gold	22	1885	100 &c.	150,000	6 g.	J. & J.	N.Y.,Farm. L'n & Tr. Co.	Jan. 1, 1916
Rome & Decatur—1st mort., go d ($15,000 p m.)	25	1886	1,000	375,000	6 g.	J. & D.	N.Y., Amer. L'n & Tr. Co.	Dec., 1926
Rome Watertown & Ogdensburg—Stock	642	....	100	5,390,100	2½	J. & J.	N. Y., Central Trust Co.	Feb. 15, 1887
1st sinking fund mort., Wat. & R. (extended)	97	1855	100 &c.	418,100	6	M. & S.	do do	Sept. 1, 1910
1st mort., sink. fund (2d mort. on 91 miles)	190	1861	500 &c.	1,021,500	7	J. & D.	do do	Dec. 1, 1891
2d mort. (3d mort. on 91 miles)	190	1872	1,000	1,000,000	7	J. & J.	do do	Jan. 1, 1892
Consol. mort., (extended July, 1882, at 5 per ct.)	409	1874	1,000	6,457,000	5	A. & O.	do do	July 1, 1922
Syracuse Northern (gold)	45	1871	1,000	500,000	7	J. & J.	do do	July, 1901
Rutland—Stock, common	....	....	....	2,480,600	....	....	.....	.....
Stock, preferred	....	....	....	4,000,000	75 cts.	....	.....	Feb. 1, 1887
General mort. (8 per cent. reduced to 6)	120	1872	100 &c.	1,500,000	6	M. & N.	Bost., Columbian N. Bk.	Nov. 1, 1902
New 2d mort. in exch. for equipment bonds, &c.	120	1878	100 &c.	1,500,000	5	F. & A.	do do	1898
Sacramento & Placerville—1st mortgage (S. V. RR.)	....	1855	1,000	400,000	10	J. & J.	N. Y. Central Pac. RR.	1875
1st mortgage (S. & P. RR.)	48	1877	1,000	700,000	6	J. & J.	do do	1907
Saginaw Valley & St. Louis.—1st mortg., coup	36	1872	1,000	446,000	8	M. & N.	Boston, C. Merriam, Tr.	May 1, 1902
St. Johnsbury & L. Champlain—1st M., coup. or reg.	120	1880	1,000	628,000	6 g.	A. & O.	Bost., Am. L. & Tr. Co.	Oct. 1, 1910
Consolidated mortgage (for $1,000,000)	....	1884	1,000	400,000	5	Q.—J.	Boston.	April 1, 1914
St. Joseph & Grand Island—Stock	....	....	....	4,600,000	....	....	.....	.....
1st mort., gold, interest guar. by U. P.	252	1885	1,000	7,000,000	6 g.	M. & N.	N. Y., Central Trust Co.	May 1, 1925
2d mortgage, income	252	1885	1,000	1,680,000	5	J. & J.	.....	July 1, 1925
Bonds on branch roads ($15,000 per mile)	....	....	....	(l)	5	....	.....	.....
St. Joseph & St. Louis—Stock	76	....	100	923,000	3	....	.....	April, 1884
St. Louis Alton & Terre Haute—Stock	331	....	100	2,300,000	....	....	.....	.....
Pref. st'ck (7 cumulative)	331	....	100	2,468,400	2½	....	N.Y., Office 34 Nassau St.	May 1, 1886
1st mortgage (series A) sinking f'd (see next page)	207	1862	1,000	1,100,000	7	J. & J.	do do	July, 1894

$368,000 Spartanburg & Asheville 1st mortg. 6 per cents, *$1,325,000 Western North Carolina 1st consol. mortg. and *$4,110,000 2d mortg., *$1,603,553 Virginia Midland 6 per cent incomes, $315,000 Northeastern of Georgia general mortg., *$1,778,155 Georgia Pacific 2d incomes, and $299,000 Blue Ridge RR., $4,100 miscellaneous county and township bonds, $ 25,000 Wash. O. & West. 6 per cent income bonds, $50,000 Georgia Pacific equip. trust bonds. Total securities owned as above, $10,577,808 bonds, $9,697,933 pref. stocks and $24,801,083 common stocks; grand total, $45,076,804. Of these, $21,416,000 (including those marked with a star) were deposited with the Central Trust Co. of N. Y. as security for the $8,500,000 of its collateral trust bonds outstanding.

The prices of common stock have been as follows: In 1881, 122@174¼; in 1882, 23@263; in 1883, 21@99; in 1884, 12@32; in 1885, 18⅜@43¼; in 1886, 27¼@77¼; in 1887 to May 20, 37⅜@53. (V. 42, p. 575, 604, 683, 728; V. 43, p. 487, 516, 669, 635, 719; V. 44, p. 22, 91, 119, 149, 204, 212, 309, 343, 401, 435, 459.)

Rochester & Genesee Valley.—Owns from Avon to Rochester N. Y., 18 miles. This road was leased July 1, 1871, in perpetuity, to Erie Railway, and now operated by New York Lake Erie & Western. Rental, $34,012. James Brackett, President, Rochester, N. Y.

Rock Island & Peoria.—Owns from Rock Island, Ill., to Peoria, Ill., 91 miles; Rock Island & Mercer Co. RR., 22 miles; total, 113 miles. The Peoria & Rock Island was sold in foreclosure April 4, 1877, the bondholders becoming the purchasers. Gross earnings in 1884-5, $376,448; net, $111,262, out of which 5 per cent dividend paid. Gross in 1885-86, $495,867; net, $113,008; dividend paid, 5 per cent.

Rome & Carrollton.—Road completed from Rome, Ga., to Cedar, town, 22 miles, and further projected to Carrollton, Ga. Stock, $600,000.

Rome & Decatur.—Road in progress from Rome, Ga., to Decatur, Ala., 145 miles, of which 25 miles from Rome were finished March, 1887. It is bonded at $15,000 per mile standard-gauge road. The bonds were offered in New York by Grovesteen & Pell

Rome Watertown & Ogdensburg.—(*See Map.*)—From Niagara Falls to Massena Springs, 301 miles; Lewiston Junction to Lewiston, 3½ miles; Syracuse to Sandy Creek, 44 miles; Richland to Rome, 41 miles; Watertown Junction to Cape Vincent, 24 miles; DeKalb Junction to Ogdensburg, 19 miles; Rochester to Windsor Beach, 7 miles; Syracuse to Oswego, 36 miles; Utica to Ogdensburg, 134 miles; Carthage to Sackets Harbor, 30 miles; Theresa Junction to Clayton, 16 miles; total, 656 miles. The Utica & Black River road and branches were leased in April, 1886, the R. W. & O. guaranteeing fixed charges and 7 per cent per annum on the stock.

The R. W. & O. was a consolidation Oct., 1861, of the Watertown & Rome and the Potsdam & Watertown railroads. The Lake Ontario Shore Railroad was acquired January 15, 1875; the Syracuse Northern, Aug. 1, 1875. The Oswego & Rome was leased January 1, 1866, at 8 per cent on stock and interest on bonds. The Niagara Falls Branch road was leased Nov. 1, 1881, at 7 per cent on its stock of $250,000.

In April, 1886, the income bonds were offered an exchange of 40 per cent in the 5 per cent consol. mort., due 1922, and 60 per cent in stock, and the bonds have been about all exchanged.

For quarter ending Dec. 31 gross earnings were $782,243, against $504,031; net, $384,106, against $216,553; surplus over fixed charges, $134,911, against $66,051.

Earnings, expenses and charges in 1885-6 and 1884-5 were as below, including the Utica & Black River for six months in 1885-6:

	1885-6.	1884-5.
Gross earnings	$2,406,793	$1,702,732
Operating expenses and taxes	1,495,298	1,180,231
Net earnings	$911,495	$522,501
Other income	29,749	40,640
Total income	$941,244	$563,141
Deduct—		
Interest	$504,110	$483 442
Rentals	189,370	64,250
Total	$693,480	$547,692
Surplus for year	$247,764	$15,449

Charles Parsons, N. Y., President.

—(V. 42, p. 61, 187, 305, 366, 464, 488, 549, 604; V. 43, p. 217, 218, 245, 488, 635, 747; V. 44, p. 91, 119, 244.)

Rutland.—Owns from Bellow's Falls, Vt., to Burlington, Vt., 120 miles; leases Addison RR., 15 miles; total, 135 miles. This road has been through many changes. It was leased to the Cent. Vermont in Dec., 1870, for 20 years, but the lessee became insolvent, and finally a modification of the lease was made, giving $250,000 per year as a minimum rental and $8,000 for organization expenses. The 5 per cent 2ds are a *first* mortgage on rolling stock and personal property. The annual report for 1885-86 with income account was in V. 43, p. 72. (V. 43, p. 72.)

Sacramento & Placerville.—Owns from Sacramento, Cal., to Shingle Springs, Cal. 48 miles. This was a consolidation of the Sacramento Valley and the Folsom & Placerville railroads, April 19, 1877, Capital stock, $1,756,000. Gross earnings in 1885, $128,177; net, $45,083; deficit under charges, $53,719. Gross, 1884, $130,441; net, $67,378; surplus, $1,378. Leland Stanford, President, San Francisco.

Saginaw Valley & St. Louis.—Owns from Ithaca to Pains, 36 miles, and leases Alma to St. Louis and Pains to Saginaw, 9 miles; total, 45 miles. Opened January, 1873. Capital stock, $264,804. In 1886, gross earnings were $90,131; net, $7,848. In 1885, gross, $74,941; net, $22,909; interest payments, &c., $35,680. In July, 1879, management was transferred to the Detroit Lans. & No.

St. Johnsbury & Lake Champlain.—Owns from Lunenburg, Vt., to Maquam Bay, on Lake Champlain, 120 miles, and branch from No. Concord, Vt., to East Haven, 11 miles; total, 131 miles. This was the Portland & Ogdensburg, Vermont Division, and was reorganized under this title in 1880. Preferred stock, $1,298,500; common stock, $2,550,000. In March, 1884, voted to issue the consolidated bonds, of which $600,000 are reserved to take up its first mortgage bonds. Operated by Boston & Lowell as its Vermont Division, and all but $41,000 of the 5 per cent bonds issued are held by that company. In 1883-84 gross earnings, $290,470; net, $61,827.

St. Joseph & Grand Island.—Line of road, St. Joseph, Mo., to Grand Island, Neb., 253 miles. This company was organized in June, '85, as successor of the St. Joseph & Western, sold in foreclosure, and includes also the Hastings & Grand Island RR. and the bridge at St. Joseph. The road is operated by the Union Pacific, which company guarantees the interest on the 1st mortg. bonds. (See terms, &c., V. 40, p. 764.) In Sept., 1886, it was proposed to begin the construction of branch roads, with bonds at $15,000 per mile, as per circular in V. 43, p. 399. James H. Benedict, President, New York. In 1886 gross earnings were $1,169,425; net, $406,962; def. under interest, &c., $9,172 for three months from Jan. 1 to March 31, 1887, gross earnings were $302,447, against $278,811; net, $136,842, against $136,792. (V. 42, p. 157, 431, 549, 695; V. 43, p. 24, 133, 275, 399, 431, 460, 548; V. 44, p. 23, 60, 185, 300, 466, 547.)

St. Joseph & St. Louis.—St. Joseph, Mo., to No. Lexington, Mo., 76 miles. This was the successor to the St. Louis & St. Joseph Railroad, sold in foreclosure February 8, 1874. The St. Louis Kansas City & Northern took a lease of the road for 99 years July 1, 1874. The terms of the lease were an annual payment of 30 per cent of gross earnings, but $25,000 was guaranteed. In July, 1886, the road was sold out and reorganized. (V. 42, p. 397; V. 43, p. 103; V. 44, p. 149.)

St. Louis Alton & Terre Haute.—Owns from Terre Haute, Ind., to East St. Louis, 193 miles; proprietary line, East St. Louis to Belleville, 14; leased lines—Belleville & Southern Ill. RR., 57; Belleville & Eldorado road, from Du Quoin to Eldorado, 50; Belleville & Carondelet RR., from Belleville to East Carondelet, 17; St. Louis Southern, Carbondale to Marion, 50; total, 381 miles. This company was a reorganization, Feb. 18, 1861, of the Terre Haute Alton & St. Louis RR. The Bellev. & So. Illinois is leased to this company for 999 years from Oct. 1, 1866, and the Bellev & Carondelet for 993 years from Jan., 1883, at a rental of $30,000 per year, which is a guarantee of int. on the bonds; the stock of $500,000 is owned by the St. Louis A. & T. H. The St. Louis Southern RR. and leased lines, 50 miles, was leased in Dec., 1886, for 30 per cent of gross earnings, minimum to be $32,000. The main line (St.L. Alton & T. H.) was leased Nov. 1, 1882, to the new Indianap. & St. L. Railway and the Cleve. Col. Cin. & Indianapolis jointly. Under this new lease the rent guaranteed is $450.000, and that amount is all that is to be paid unless the gross earnings exceed $1,750,000 in any year ending Oct. 31, and then 20 per cent is to be paid of the excess of gross earnings over $1,750,000.

This company obtained a decision against the two former solvent lessee companies for $221,624 against each; but on appeal to the U. S. Supreme Court this was reversed in April, '86. The Belleville Br. and Extension are operated separately by this company. The Belleville & Eldorado was leased for 985 years from July 1, 1880, at a rental of 30 per cent on the gross earns., but $15,400 per year guarant'd. The Belleville & Carondelet is leased at $30.000 per annum.

Dec. 31, 1886, sinking fund held of the first mortgage bonds $636,000 and $434,519 cash. The preferred stock has a prior right to a cumulative dividend of 7 per cent before any is declared on common. It is also convertible into common at par; but shall not receive any dividend as common stock for the time it was held as preferred. In Jan., 1881, the company declared 3 per cent in cash on the preferred stock and afterward settled the remaining 55 per cent of accumulated dividends by the issue of income bonds.

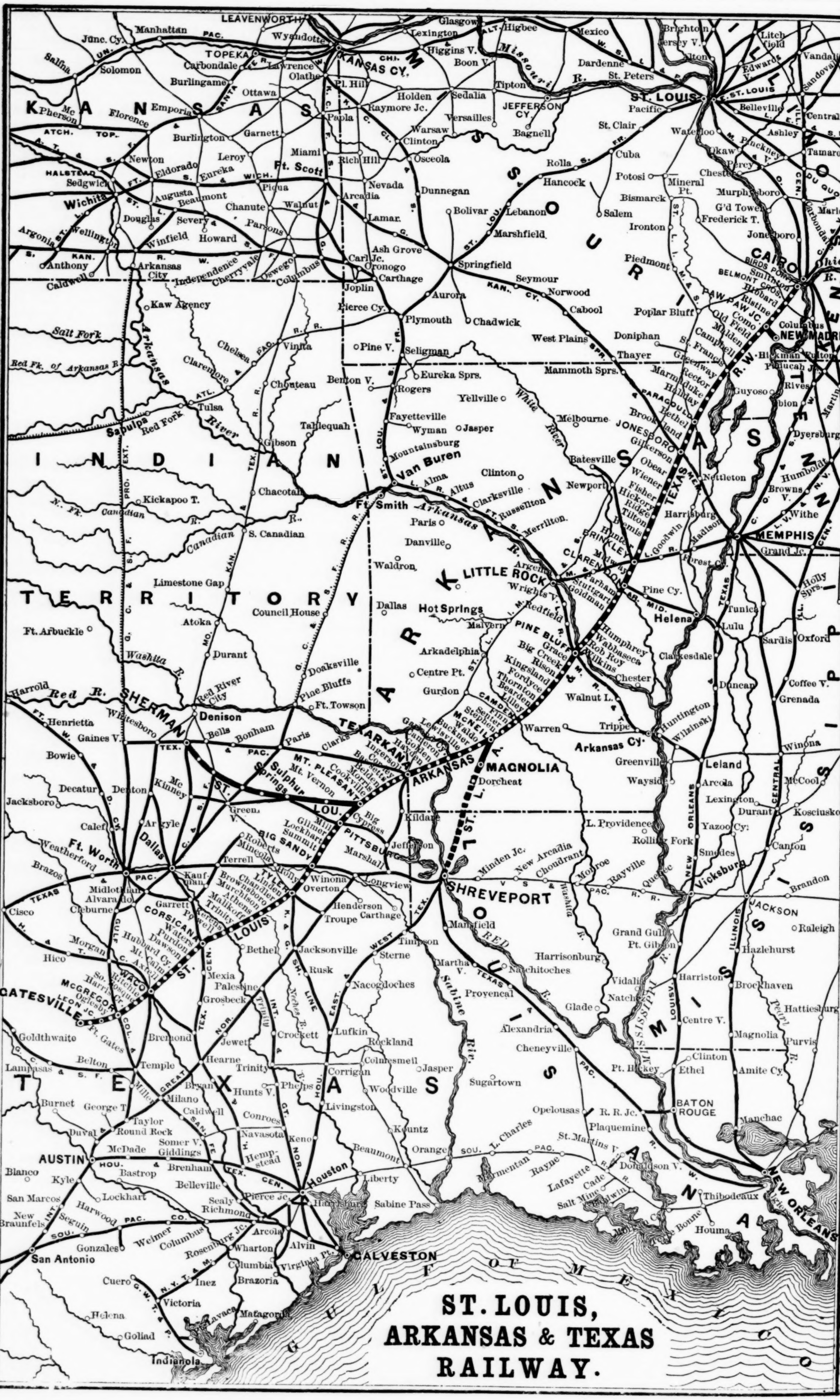
The annual report for 1886 was in V. 44, p. 550.

The Cairo Short Line Division, including the roads directly operated by this company, made the following exhibit:

EARNINGS, EXPENSES AND RENT OF LEASED LINES.

	1883.	1884.	1885.	1886.
Gross earnings	$832,468	$741,050	$766,516	$803,991
Oper. expen. and taxes	425,635	406,160	397,557	408,896
Net earnings	$406,833	$334,989	$368,959	$395,095
Rent leased roads	200,897	203,991	203,584	214,482
Net revenue	$205,935	$131,018	$165,587	$180,613

—(V. 42, p. 126, 550, 603; V. 43, p. 719; V. 44, p. 550.)



ST. LOUIS, ARKANSAS & TEXAS RAILWAY.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Louis Alton & Terre Haute—*(Continued).*								
1st mortgage (series B) sinking f'd	207	1862	$500&c.	$1,100,000	7	A. & O.	N.Y., Office 34 Nassau St.	July, 1894
2d mortgage, preferred (series C).. Cp.; or may be reg. by endorsem't	207	1862	1,000	1,400,000	7	F. & A.	do do	1894
2d mortgage, preferred (series D)..	207	1862	1,000	1,400,000	7	M. & N.	do do	1894
2d M., incomes	....	1862	500 &c.	1,700,000	7	M. & N.	do do	1894
Dividend bonds, income not cumulative	....	1881	....	1,357,000	6	June 1	do do	Jan. 1, 1894
Belleville & Carondelet, 1st mort.	17	1883	1,000	485,000	6	J. & D	do do	June 1, 1923
St. Louis Arkansas & Texas—Stock	775	....	100	9,555,900	....	....	.....	.....
St. L. Ark & Texas, 1s M., gold	775	1886	1,000	10,049,000	6 g.	M. & N.	N. Y , Central Trust Co	May 1, 1936
2d mort. (income till '89), gold	775	1886	1,000	9,529,000	6 g.	F. & A.	Mercantile Trust Co.	May 1, 1936
St. Louis & Cairo—1st M., income (not cumulative)	144	1881	1,000	2,600,000	5 g.	A. & O.	New York or London.	1921
1st mort., guar., M. & O.	161	1886	500 &c.	1,400,000	4 g.	J. & J.	New York Agency.	Jan. 1, 1931
St. Louis & Chicago.—1st mort., g. ($10,000 p. m.)	50	1885	1,000	500,000	6 g.	J. & J.	New York.	July 1, 1915
St. Louis Ft. Scott & Wichita—1st M. ($15,000 p. m.)	251	1880	1,000	3,777,000	7	A. & O.	New York, Moran Bros.	Oct. 1, 1910
2d mort. ($5,000 p. m.)	....	....	1.000	1,000,000	6	M. & N.	Mercantile Trust Co.	Nov. 1, 1910
St. Louis & Hannibal—1st mortgage ($600,000)	85	1886	....	370,000	7	J. & J.	.....	1936
St. Louis Keokuk & N. W.—1st mortgage, gold.	135	1876	1,000	1,620,000	7 g.	J. & J.	.....	Jan. 1, 1906
Income bonds	135	1876	1,000	1,080,000	7	J. & J.	.....	Jan. 1, 1906
St. Louis Salem & Little Rock—1st mortgage	....	1872	....	1,000,000	7	A. & O.	N.Y., Union Trust Co.	April 1, 1902
St. Louis & San Francisco.—Stock, common	1,146	....	....	11,845,900	....	....	.....	.....
Preferred, 7 per cent, not cumulative	....	....	....	9,768,400	....	....	.....	.....
1st preferred, 7 per cent, not cumulative	....	....	....	4,500,000	3½	F. & A.	N. Y., Office 15 Broad St.	Feb. 10, 1887
1st mortgage (South Pacific), gold, (land grant)	293	1868	500 &c.	7,144,500	6 g.	J. & J.	do do	July, 1888
2d mortgage bonds, A, gold	293	1876	100 &c.	500,000	6 g.	M. & N.	do do	Nov. 1, 1906
do do B, gold	293	1876	500 &c.	2,766,500	6 g.	M. & N.	do do	Nov. 1, 1906
do do C, gold	293	1876	500 &c.	2,400,000	6 g.	M. & N.	do do	Nov. 1, 1906
Equipment mortgage, gold	....	1880	1,000	651,000	7 g.	J. & D.	do do	June 1, 1895
Mortgage on Mo. & Western RR., gold	84	1879	1,000	1,000,000	6 g.	F. & A.	do do	Aug. 1, 1919
Collateral trust bonds, gold	100	1880	1,000	1,224,000	6	F. & A.	do do	Aug., 1920
St. Louis Wichita & West , 1st mort , gold, guar.	145	1879	....	2,000,000	6	M. & S.	do do	Sept., 1919
Gen. M., gold, coup. or reg (a 2d M. on 293 miles)	364	1881	1,000	12,739,000	5 & 6 g.	J. & J.	do do	July 1 1931
Equipment Trust	....	1884	....	349,000	6 g.	A. & O.	do do	A &O.5 p.c. ea.
Kansas C. & Southw., 1st M., gold ($12,000 p. m.)	63	1886	1,000	744,000	6 g.	J. & J	do do	Jan. 1, 1916

St. Louis Arkansas & Texas.—*(See Map.)*—Road from Birds Point, Mo., opposite Cairo, Ill., to Texarkana, Tex., 418 miles, and thence by the Texas road to Gatesville, 305 miles; total, main line, 723 miles; branches, Paw Paw Junction to New Madrid, 6 miles; McNeil to Magnolia, 7 miles; total, 735 miles. Extension from Mt. Pleasant to Sherman, 115 miles, is in progress. The road was opened in 1883. The road in Texas was foreclosed Dec. 1, 1885. The Mo. & Ark. Div. was sold on Feb. 27, 1886. The present organization, which was formed in 1886 after the foreclosure of the Texas & St. Louis, consists of two corporations, the one owning the road in Missouri and Arkansas and the other the road in Texas. By the laws of Texas, railroads within that State cannot be consolidated with other roads outside the State, therefore it was provided that the Co. in Mo. and Ark. should issue its stock to the Co. in Texas, and the latter Co. should issue its own certificates for such stock.

The new companies issue six per cent 50-year first mortgage bonds to amount of $13,000 per mile; six per cent 50-year second mortgage bonds, $13,000 per mile; and stock $13,000 per mile. Bonds and stock on future extensions to be at the same rate. The stock issued by the Missouri and Arkansas Company was transferred to the Texas Company, which latter has issued its own stock for the same. Till 1891 the control of the entire road is to be vested in the committee, and for this purpose the stock is deposited with a trust company. For stock so deposited negotiable certificates are issued, and designated as "stock trust certificates." The first mortgages of the companies in Mo. & Ark. and in Texas are deposited with the Central Trust Co.; the 2d morts. of both divisions are deposited with the Mercantile Trust Co., and each of these trust companies has issued against these mortgages so held its coupon trust certificates for $1,000 each, entitling the holder of each class to the security of the mortgages on both the Mo. & Ark. and the Texas divisions. These are the certificates dealt in at the Stock Exchange. In 1885 gross earnings were $1,300,828; net, $67,644. In 1886 gross earnings were $1,823,194; net, $357,911. (V. 42, p. 217, 305, 488, 519, 575, 632; V. 43, p. 50, 103, 275, 459, 488, 608; V. 44, p. 91, 149, 459, 654.)

St. Louis & Cairo.—This road extends from Cairo to East St. Louis, 152 miles, with a branch to High Prairie, 9 miles. The former Cairo & St. Louis made default April 1, 1874, and was sold in foreclosure July, 1881. Stock is $6,500,000. In Jan., 1886, a lease was negotiated for 45 years to the Mobile & Ohio RR. on the basis of a rental of 25 per cent (50/40) of the gross revenue of the whole line, Mobile to St. Louis, this rental being guaranteed by the lessee to amount to $165,000 per year. The issue of $2,600,000 income bonds was to be retired with part of the $4,000,000 mortgage bonds, which are guaranteed by the M. & O. Gross earnings in 1883-84, $375,784; net, $78,837; interest, $78,000; surplus, $837. (V. 42, p. 22, 93, 126, 431, 775, 783.)

St. Louis & Chicago.—Owns from Springfield to Litchfield, Ill., 50 miles; to be extended in 1887 to Pekin, Ill., to a junction with the new Atchison line. The road is reported as costing $14,000 per mile, while the bonds are issued at $10,000 per mile. F. C. Hollins & Co., N. Y., negotiated the bonds.

St. Louis Fort Scott & Wichita.—From Fort Scott to Anthony Kan., 216 miles; Gilfillan Spur, 2 miles; Eldorado to Newton, Kan., 32 miles; total, 251 miles. Stock, $6,614,885. Gross earnings in 1885, $663,051; net, $152,282; deficit under interest, &c., $84,459. Gross in 1886, $783,033; net, $178,927; deficit under interest, $152,889. See statement in Missouri Pacific report, V. 44, p. 400. Road sold May 23. —(V. 42, p. 632, 661; V. 43, p. 459, 635; V. 44, p. 149, 490, 527.)

St. Louis & Hannibal.—Owns from Hannibal, Mo., to Gilmore, on Wabash St. Louis & Pacific, 82 miles. This company is successor to the former St. Louis Han & Keokuk, sold in foreclosure Dec. 8, 1885. The principal owners were Mr. John I. Blair and the estate of Moses Taylor in New York, who became the purchasers. The stock is $1,000,000 authorized and $452,000 issued. Gross earnings in 1885, $106,969; operating expenses, $216,049; deficit, $109,081. John I. Blair, President. (V. 42, p. 366.)

St. Louis Keokuk & Northwestern.—Owns from Keokuk, Ia., to St. Peters, 135 miles; leased Keokuk to Mt. Pleasant, 49 miles; and uses Wabash tracks from St. Peter's, Mo., to St. Louis, Mo., 31 miles; total operated, 215 miles. The Miss. Val. & Western RR. was sold April 14, 1875, and this company organized July 1, 1875. Stock, $2,700,000, of which $1,350,000 is preferred. Gross earnings in 1885, $585,247; net income, $82,441; payments (no interest paid), $116,984; def., $34,543. W. W. Baldwin, Pres't, Burlington, Ia.

St. Louis Salem & Little Rock.—Owns from Cuba, Mo., to Salem, Mo., 42 miles, and branches, 13 miles; also 17 miles of branches controlled; total operated, 72 miles. Road was sold in foreclosure in Sept., 1886. See V. 43, p. 400. A. L. Crawford, President, Newcastle, Pa. (V. 42, p. 754; V. 43, p. 400, 424.)

St. Louis & San Francisco.—*(See map.)*—LINE OF ROAD—This is a considerable system of railroads, forming part of a through route to the Pacific coast. The main line is from St. Louis, Mo., to Seneca, 326 miles; branches—Granby branch, 2 miles; Oronogo, Mo., to Galena, 18 miles; Girard to Joplin, Kan., 38 miles; Carbon Branch, 3 miles; Pierce City to Halstead, Kan., 242 miles; Plymouth, Mo., to Fort Smith Ark., 133 miles; Fort Smith to Paris, Texas, 169 miles; Springfield to Chadwick, Mo., 35 miles; Springfield to Bolivar, Mo., 39 miles; Cuba Junction to Salem and branches, 54 miles; total owned, 929 miles; leased, Beaumont to Bluff City, Kan., 105 miles; total, 1,034 miles; the tracks of the Atchison Topeka & Santa Fe are used from Wichita to Halstead, Kansas, 25 miles. This company also operates the finished portion of the Atlantic & Pacific road, Central Division, from Seneca, Mo., to Sapulpa, in the Indian Territory, 112 miles.

ORGANIZATION, &c.—This company was organized Sept. 20, 1876, as successor to the Atlantic & Pacific in Mo. The latter embraced the South Pacific RR. (originally the Southwest Branch of the Pacific RR. of Mo., chartered Dec. 25, 1852), which was consolidated with the Atlantic & Pacific road Oct. 25, 1870. The Atlantic & Pacific road and lands were sold in foreclosure Sept. 8, 1876, and the St. Louis & San Francisco became possessor of the property.

This company is jointly interested in the Atlantic & Pacific RR. with the Atch. Top. & Santa Fe, and guarantees one-half the 1st mortgage bonds severally, not jointly.

In January, 1886, leased for 98 years the Kansas City & Southwestern RR., from Beaumont, Kansas, to Cale, in Butler County, 62 miles, at a rental guaranteed to pay the interest on the 1st mortgage bonds. The bonds are redeemable on notice at 110. The stock of the St. L. K. & S. W. (Ark. City to Caldwell, Kan., 47 m.) is owned and the bonds guaranteed.

STOCKS AND BONDS.—The first preferred stock has prior right to 7 per cent (non-cumulative); then pref. entitled to 7 per cent; then common entitled to 7; then all classes share in any surplus. The terms of the preference of the first preferred stock are stated in the certificates as follows: "This stock is entitled to a dividend of 7 per cent per annum derived by the company from net revenues from all sources each current year (remaining after the payment of interest upon all liabilities) * * * and by resolution of the company has priority of lien on net revenues for such dividend over any mortgage bond that may be issued by the company subsequent to the creation of this stock." "Net Revenue" in this clause is defined by the company as meaning net revenue remaining after the payment of interest on all liabilities.

Dividends have been paid on first preferred stock in 1881 and since at 7 per cent per annum.

The range of the stocks yearly since 1877 has been: First preferred in 1878 (4 months), 5½@11¾; in 1879, 9¾@78½; in 1880, 60@100; in 1881, 90@115½; in 1882, 79¾@106½; in 1883, 87@100½; in 1884, 70@96½; in 1885, 79@99½; in 1886, 97@118½; in 1887 to May 20, 112@119½.

Preferred stock in 1878, 1½@5¼; in 1879, 4½@60½; in 1880, 33@65; in 1881, 55@81¼; in 1882, 43@66½; in 1883, 40@59½; in 1884, 24½@50; in 1885, 30@49⅞; in 1886, 37½@72⅜; in 1887 to May 20, 61½@81¼.

Common in 1878 (3 months), 1½@4½; in 1879, 3½@53; in 1880, 25¼@48; in 1881, 39@55; in 1882, 31@46⅞; in 1883, 20½@36¼; in 1884, 11½@29½; in 1885, 17½@24½; in 1886, 17@36¾; in 1887 to May 20, 30@40¾.

The trust bonds of 1880 are secured by deposit of 7 per cent mortgage bonds of the auxiliary roads constructed. The general mortgage of 1881 (supplemented by that of June, 1882) for $30,000,000 is made to the U. S. Trust Co. as trustee, and $17,261,000 reserved to take up all prior debt. This general mortgage is a first lien on new road, besides covering the mileage on which are the prior liens, and $5,000,000 of 5 per cents issued under this mortgage in 1886 were for the construction of 185 miles road, including the line from Fort Smith, Ark., to Texas.

The St. Louis Kansas & Southwestern bonds are issued at $15,000 per mile, and are redeemable at 110 on any interest day, at four weeks' notice.

The Fort Smith & Van Buren Bridge bonds are guaranteed by the St. L. & S. F. Co., and have a sinking fund of 5 per cent yearly after 1889 to purchase the bonds at 105; they are redeemable also at 110 at co.'s option. The land department assets were estimated Dec. 31, 1885, at $896,183, including 145,090 acres of land and $324,335 in land contracts and $147,459 cash.

OPERATIONS, FINANCES, &c.—The St. Louis & San Francisco has been one of the successful reorganized railroads of the Southwest, and has made good progress in traffic and income, without very heavily increasing its annual interest charges.

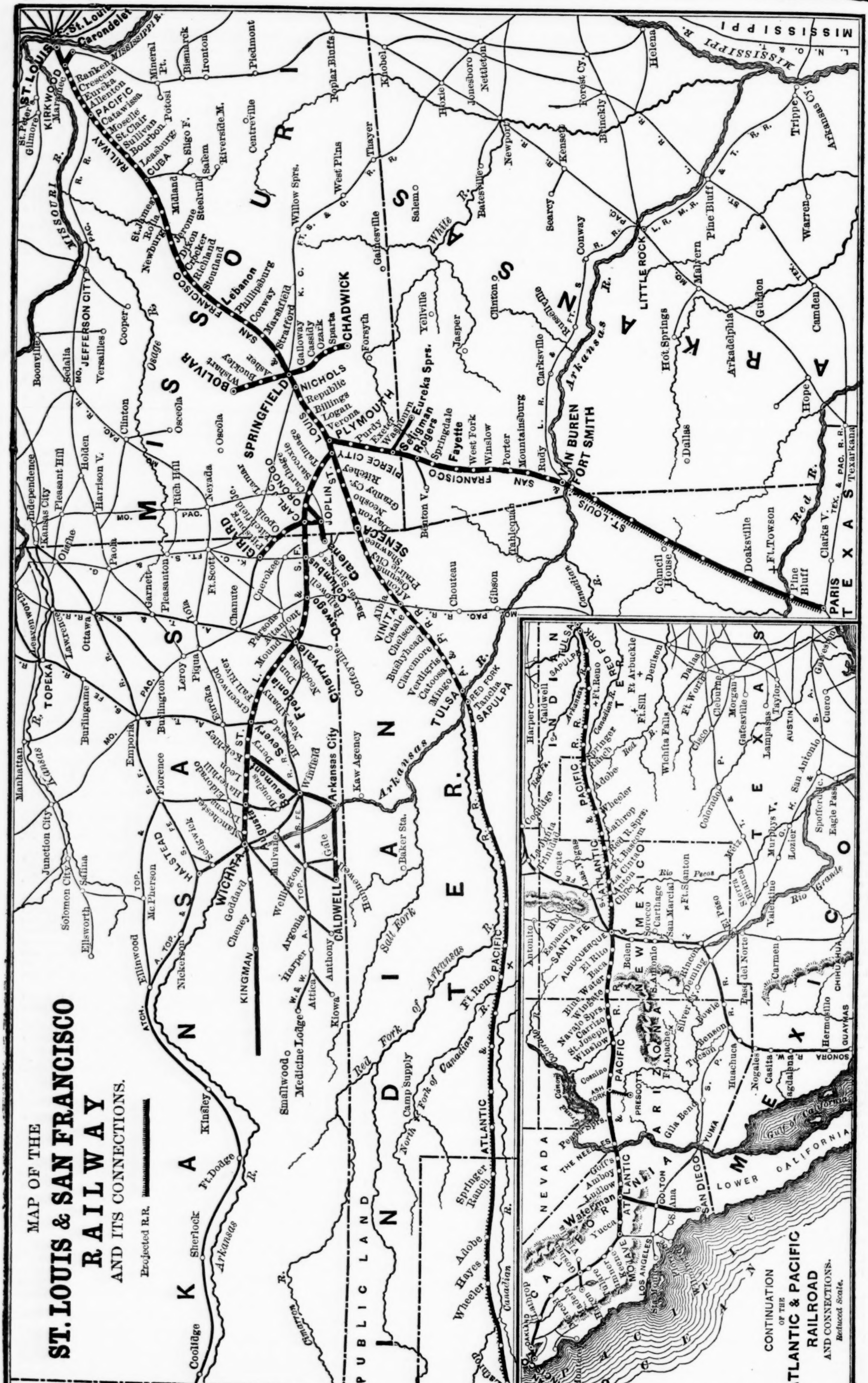
The annual report for 1886 was in V. 44, p. 619, 622.

INCOME ACCOUNT.

Receipts—	1883.	1884.	1885.	1882.
Gross earnings	$3,896,565	$4,643,596	$4,383,406	$4,874,628
Net earnings	$2,073,437	$2,508,218	$2,433,662	$2,652,332
Other receipts	24,376	14,836	19,782	159,620
Total net income.	$2,097,813	$2,523,054	$2,453,444	$2,811,952
Disbursements—				
Int., sink. fd. & rents	$1,343,436	$1,826,203	$1,751,215	$1,956,298
Divs. on 1st pf. stock.	315,000	315,000	315,000	315,000
Rate of dividends	7	7	7	7
Balance, surplus	$428,373	$381,609	$382,497	$540,654

—(V. 42, p. 339, **602**, 604, 775; V. 43 p. 24, 571, 579, 608; V. 44, p. 204, 43[illegible], 459, 466, 551, 604, **619**, **622**, 654.)

St. Louis Southern.—Owns road from Pinckneyville, Ill., to Carbondale, Ill., 33 miles, and leases Carbondale & Shawneetown road to Marion, 17½ miles; total operated, 50½ miles. This company was organized Aug. 3, 1886, as successor to several others foreclosed. On Dec. 1, 1886, made a lease for 980 years to the St. Louis Alt. & T. H., at a rental of 30 per cent of earnings, and a guarantee of interest on 1st mortgage bonds


MAP OF THE
ST. LOUIS & SAN FRANCISCO
RAILWAY
AND ITS CONNECTIONS.
Projected R.R.
CONTINUATION
OF THE
ATLANTIC & PACIFIC
RAILROAD
AND CONNECTIONS.
Reduced Scale.
ST. LOUIS
Carondelet
KIRKWOOD
PACIFIC
CUBA
Rolla
Lebanon
SPRINGFIELD
BOLIVAR
CHADWICK
NICHOLS
PLYMOUTH
PIERCE CITY
JOPLIN
CARL
ORONOGO
GIRARD
Galena
SENECA
Eureka Sprs.
Seligman
Rogers
Fayette
VAN BUREN
FORT SMITH
PARIS
Oswego
Cherryvale
Fredonia
Severy
Beaumont
Augusta
WICHITA
HALSTEAD
KINGMAN
CALDWELL
Arkansas City
TULSA
RED FORK
SAPULPA
VINITA
JEFFERSON CITY
TOPEKA
LITTLE ROCK
ALBUQUERQUE
SANTA FE
THE NEEDLES
SAN DIEGO
LOS ANGELES
MOJAVE
SAN FRANCISCO
OAKLAND
MISSOURI
ARKANSAS
KANSAS
INDIAN TER.
TEXAS
NEW MEXICO
ARIZONA
CALIFORNIA
NEVADA
MEXICO
LOWER CALIFORNIA
PACIFIC OCEAN
PUBLIC LAND
Gulf of California

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princ pal, When Due *Stocks*—Last Dividend.
St. Louis & San Francisco.—(Continued)—								
St. L. Kan. & S. W., 1st M., g., guar. ($15,000 p. m.	55	1886	$1,000	$835,000	6 g.	M. & S.	N. Y., Company's Office.	Sept. 1, 1916
Ft. Smith & Van Bur. B'dge, 1st mort., gold, guar.	....	1885	1,000	475,000	6 g.	A. & O.	do do	April 1, 1910
St. Louis Southern—1st mortg., gold....	33	1886	1,000	550,000	4 g.	M. & S.	N.Y. St. L. A. & T. H. Co.	Sept. 1, 1931
2d mortg. income, non-cumulative.....	33	1886	1,000	525,000	5	M. & S.	do do	Sept. 1, 1931
St. Louis Vandalia & Terre Haute—1st M. & f. guar.	158	1867	1,000	1,899,000	7	J. & J.	N. Y., Central Trust Co.	Jan. 1, 1897
2d mort., sink. fund ($1,600,000 guar.).....	158	1868	1,000	2,600,000	7	M. & N.	N. Y., Third Nat. Bk.	May 1, 1898
St. Paul & Duluth—Preferred 7 p. c. stock & scrip.	225	....	....	5,376,970	3½	J. & J.	N. Y., Fourth Nat. Bk.	Jan. 1, 1887
Common stock.....	225	....	....	4,055,407	....	....	.....	.....
1st mort. bonds, coup. or reg....	169	1881	1,000	1,000,000	5	F. & A.	N.Y., Central Trust Co.	Aug. 1, 1931
Taylor's Falls & Lake Sup., 1st mort., cp., guar....	21	1884	1,000	210,000	6	J. & J.	do do	Jan. 1, 1894
Duluth Short Line, 1st mort., coup., guar	25	1886	1,000	500,000	5	M. & S.	do do	Sept. 1, 1916
St. Paul Minneapolis & Manitoba—Stock	1,761	....	100	20,000,000	1½	Q.—F.	N.Y., 63 William St.	May 2, 1887
2d M., and 1st on road from St. Paul to Watab	76	1862	1,000	366,000	7	J. & J.	do do	July, 1892
1st mort. land grant sinking fund, gold.....	656	1879	100 &c.	5,250,000	7 g.	J. & J.	New York and London.	1909
2d mort., gold.....	656	1879	1,000	8,000,000	6 g.	A. & O.	do do	Oct. 1, 1909
Dak. Ext., 1st mort., gold ($12,000 per mile).....	473	1880	1,000	5,376,000	6 g.	M. & N.	N. Y., 63 William St.	Nov. 1, 1910
Consol mort., gold ($13,341,000 are 6s), cp. or reg.	1,849	1883	1,000	19,815,000	4½ & 6 g.	J. & J.	do do	July 1, 1933
1st mort., gold, Montana Div., $25,000 per mile..	....	1887	....	(?)	4 g.	J. & D.	do do	June 1, 1937
Minneap. Un. RR., 1st M., gold, guar. ($3,000,000)	....	1882	1,000	2,150,000	6 g.	J. & J.	do do	July 1, 1922
St. Paul & No. Pac.—Stock ($10,000,00) authorized)	152	....	100	5,000,000	1½	Q.—J.	N.Y., Winslow, L. & Co.	April, 1887
Gen. M., gold, ld. gr., coup. or reg. ($10,000,000)	152	1883	1,000	6,000,000	6 g.	F. & A.	do do	Feb. 1, 1923
Western R'r., Minn., 1st mortgage, RR.....	60½	1877	1,000	438,000	7	M. & N.	do do	May 1 1907
Sandusky Mansfield & Newark—Re-organized stock	116	....	50	1,068,832	3	....	Moss N. Bk., Sand'ky, O.	Feb. 1, 1886
1st mortgage, new.....	116	1869	1,000	2,300,000	7	J. & J.	N. Y., Union Trust Co.	Jan., 1909
San Antonio & Aransas Pass—1st mort., gold.....	150	1885	1,000	1,750,000	6 g.	J. & J.	New York.	Jan. 1, 1916
1st mort., gold ($12.000 per mile)	88	1886	1,000	1,056,000	6 g.	J. & J.	do	July 1, 1926
Savannah Florida & West.—At. & G. consol. mort..	286	1867	500 &c.	1,730,500	7	J. & J.	N.Y., H.B. Plant, & Savan	July, 1897
South Georgia & Florida, 1st mortgage.....	58	1869	1,000	464,000	7	M. & N.	do do	May 1, 1899
do do 2d mortgage.....	58	1869	1,000	200,000	7	M. & N.	do do	May 1, 1899
Sav. Fla. & W., 1st mortgage	525	1884	1,000	1,925,000	6	A. & O.	do do	April 1, 1934
Savannah Dublin & Western—1st mortgage.....	30	....	....	450,000	6	....	.....	.....
Savannah Griffin & N. Ala.—1st mortgage	60	1871	1,000	500,000	7	J. & J.	Savannah, Cent. RR. Bk	July 1, 189

St. Louis Vandalia & Terre Haute.—Owns from East St. Louis to Indiana State line, 158 miles. Road opened July 1, 1870. It is leased to the Terre Haute & Indianapolis Railroad at a rental of 30 per cent of gross earnings. For the year ending October 31, 1886, the rental received was $443,499, and the year's charges against this sum were $370,691, leaving a surplus for the fiscal year of $72,808. In operating this road the loss to lessee has been in 1882-83, $115,399; in 1883-8, $71,549; in 1884-5 profit $39.169; in 1885-6 profit $23,687. The annual report for 1885-86 was published in the CHRONICLE, V. 44, p. 148. The first mort. and $1,000,000 of second mort. bonds are guar. by the lessees and also by the Pitts. Cin. & St. L. RR. The stock is $2,379,358 com. and $1,544,700 pref. The pref. was issued for income bonds ($1,000,000) and for deficiencies made up by the lessees. In 1884-5 gross earnings were $1,372,648; net, $150,963. In 1885-6, gross, $1,478,330; net, $167,186. Thos. D. Messler, Pres., Pittsburg, Pa. (V. 42, p. 94. 154; V. 44, p. 91, 148.)

St. Paul & Duluth.—LINE OF ROAD.—St Paul, Minn., to Duluth, Minn., 155 miles; branch to Knife Falls, 6 miles; leased: Stillwater & St. Paul RR., 13 miles; Minneapolis & Duluth RR., 13 miles; Taylor's Falls & Lake Superior, 21 miles; Grantsburg Branch, 17 miles; total, 225 miles. Between Northern Pacific Junction and Duluth, 24 miles, the road is owned jointly with the Northern Pacific.

This was the Lake Superior & Mississippi RR., opened August 1, 1870, and leased to the Northern Pacific. Default was made Jan. 1, 1875, and road sold in foreclosure May 1, 1877, and this company organized June 27. The preferred stock is received in payment for lands at par. Three shares of common stock have one vote and each share of preferred has one vote. Preferred stock has a prior right to 7 per cent; then comm on to receive 6 p. c. from net earnings only, remainder of earn'gs and other income (lands, &c.) to be applied to purchase of pref. stk

The Duluth Short Line road from Thomson to Duluth, 25 miles, is leased to the St. Paul & Duluth, and the bonds of $500,000 guaranteed.

Important propositions are to be voted on at annual meeting June 20. (See V. 44, p. 621.)

The company has a land grant, of which 1,151,495 acres remained unsold Dec. 31, 1886, and 69,680 acres of the Taylor's Falls Branch. In '86 land and stumpage sales amounted to $163,057, and def'd payments (land accounts) Dec. 31, 1886, were $314,001. Gross earnings and net income on railroad only, after deducting all fixed charges, were as below, but in 1886 $568,315 and in 1885 $167,186 for "improvements" and "betterments" was charged in oper. expenses, while in prior years improve'ts had been charged to "cost of road and equipment."

	Gross earns.	Net inc'me		Gross earns.	Net inc'me.
1881.....	$732,630	$50,249	1884.....	$1,317,314	$398,091
1882.....	1,109,840	261,246	1885.....	1,381,212	328,610
1883.....	1,328,527	271,186	1886.....	1,558,085	def. 14,529

A summary of the report for the year ending Dec. 31, 1886, was in V. 44, p. 308, showing total net receipts including land sales $766,844; expended for impr'ts, $508,315; net def. of year $14,529. (V. 44, p. 621.)

St. Paul Minneapolis & Manitoba—(*See Map*).—Owns from St. Paul to Emerson, 392 miles; Minneapolis to Gretna via Breckinridge, 413 m.; Minneapolis to Hinckley via St. Cloud, 132 m.; St. Cloud to Willmar, 58 m.; Elk River to Milaca, 32 m.; Devil's Lake to Minot, 117 m.; Cando Branch, 16 m.; Bolleneau Branch, 38 m.; Sauk Centre to Eagle Bend, 36 miles; Fergus Falls to Pelican Rapids, 23 miles; Crookston to Devil's Lake, 114 miles; Shirley to St. Hilaire, 21 miles; Wayzata to Spring Park, 6 miles; Morris to Brown's Valley, 47 miles; Breckenridge to Park River, 168 miles; Everest to Portland, 47 miles; Ripon to Hope, 30 miles; Moorhead to Halstad, 34 miles; total operated, 1,761 miles.

This company was organized May 23, 1879, under the charter of the St. Paul & Pacific Railroad, and embraced the St. Paul & Pacific Railroad, the First Division of the St. Paul & Pacific Railroad, the Red River Valley Railroad, and the Red River & Manitoba Railroad. The company had a land grant of 3,848,000 acres. The proceeds of land sales are reserved by the first mortgage trustees as a sinking fund for the redemption of the bonds at or under 105 and interest, and bonds are called in yearly so far as the funds are in hand. The second mortgage bonds do not cover the land. The land sales for year ending June 30, 1886, were 68,560 acres, for $363,467. The net amount due on land contracts June 30, 1886, was $511,121; lands unsold, 2,289,420 acres.

The Dakota Extension bonds are issued at $12,000 per mile. The authorized amount of consolidated mortgage bonds is $50,000,000, of which $19,426,000 were reserved to pay prior liens, and the balance may be issued for new road at $15,000 per mile single track or $27,000 per mile double track. The Minneapolis Union RR. is a short line through Minneapolis for passenger service including stations and bridge over the Miss. River, and its stock of $1,000,000 is held in trust and is covered by the lien of the St. P. M. & M. consol. mortgage. In March, 1887, the directors voted to make an issue of fifty-year 4 per cent gold bonds to build the extension from Dakota to Great Falls, Montana, about 540 miles. The bonds are limited to $25,000 per mile on road and equipment, and the mortgage is for an authorized amount of $25,000,000 to provide for future extensions and branches. (See Circular in V. 44, p. 402.)

The annual report for year ending June 30, 1886, was in V. 43, p. 366.

INCOME ACCOUNT.

	1882-83.	1883-84.	1884-85.	1885-86.
	$	$	$	$
Gross earnings.....	9,148,524	8,256,868	7,776,164	7,321,736
Net earnings.....	4,553,468	4,327,478	4,266,237	3,483,084
Revenue from Land Dep't	813,945	418,270	131,292	350,114
Other receipts.....	92,106	214,434	66.284	171.116
Total income	5,459,519	4,960,182	4,463,813	4,004,314
Disbursements—	$	$	$	$
Interest on debt.....	1,264.279	1,949,690	1,980.200	1,999,820
Dividends	1,724,664	1,600,000	1,300,000	1,200,000
Rate of dividend.....	8	8	6½	6
Sinking fund.....	813,945	418,270	131,292	350,114
Miscellaneous.....	.....	381,545	.....	.....
Total disbursements..	3,802,888	4,349,505	3,411,492	3,549,934
Balance, surplus.....	1,656,631	610,677	1,052,321	454,380

– (V. 44, p. 402.)

St. Paul & Northern Pacific.—Line of road Brainerd to Minneapolis, 139 miles, and branches to St. Paul, 10 miles; total, 149 miles. This company was incorporated in 1874 as the Western RR. Co. of Minnesota; from Sauk Rapids to Minneapolis was completed July 1, 1884, and from Minneapolis to St. Paul, February 1, 1886. The terminal improvements at Minneapolis are on 20 acres in the business centre of the city, and for similar purposes in and about Minneapolis and St. Paul, a total of 400 acres is owned. The land grant of the company is located along the line of the road between Brainerd and Sauk Rapids, and about 210,000 acres remain unsold. The land proceeds are first applicable to redemption of West. Minn. bonds, and then to the redemption of the Gen. Mort. bonds, if obtainable at 120. The road, with its terminal property, is leased for 999 years to the Northern Pac. at a net rental equal to 40 p. c. of the gross receipts, but the bonds are guaranteed principal and interest. The stock is placed in trust with Farmers' L. & T. Co., the power to vote being held by Northern Pacific Company; but "beneficial certificates" entitling holders to dividends are issued. The general mortgage is for $10,000,000 (the total debt being limited by the lease to that amount), and is a first lien on the whole property, excepting that it is second to the Western Minn. mortgage on 60½ miles and on part of the lands; the registered interest is payable quarterly—February, May, Aug. and Nov.; only $6,000,000 have yet been issued, and a sufficient amount of the issue is reserved to retire the Western Minnesota bonds in above table. Since 1877 regular cash dividends have been paid, averaging over 6 per cent per annum. (V. 44, p. 22, 90.)

Sandusky Mansfield & Newark.—Owns from Sandusky, O., to Newark, O., 116 miles. A consolidation of several roads in 1856. Leased Feb. 13, 1869, to Central Ohio Railroad, guaranteed by Baltimore & Ohio, and new lease made February 23, 1880, extending to December 1, 1926, with option to the Balt. & Ohio Company to renew for terms of 20 years each. Rental was $194,350 yearly till 1884; $199,350 in 1884 and 1885; now $201,850 annually. It is operated as Lake Erie division of the Baltimore & Ohio system. In 1882-83, gross earnings, $999,128; net, $291,781; in 1883-84, gross $1,062,775; net, $278,331; in 1884-85, gross, $817,785; net, $119,919.

San Antonio & Aransas Pass.—Road extends from San Antonio to Aransas Bay, Texas, 150 miles, and Gregory to Corpus Christi, 13 m.; Kennedy to Cuero, 43 m.; San Antonio to Boerne, 32 m.—total completed, 238 miles. Extensions are in progress.

The mortgage first given above covers the 150 miles from San Antonio to Aransas Bay. The bonds after that are issued at $12,000 per mile on new road completed. The Farmers' L. & Tr. Co., of N. Y., is trustee of both mortgages. Capital stock issued, $2,617,200. U. Lott, Pres't & Gen'l Manag'r. (V. 44, p. 495.)

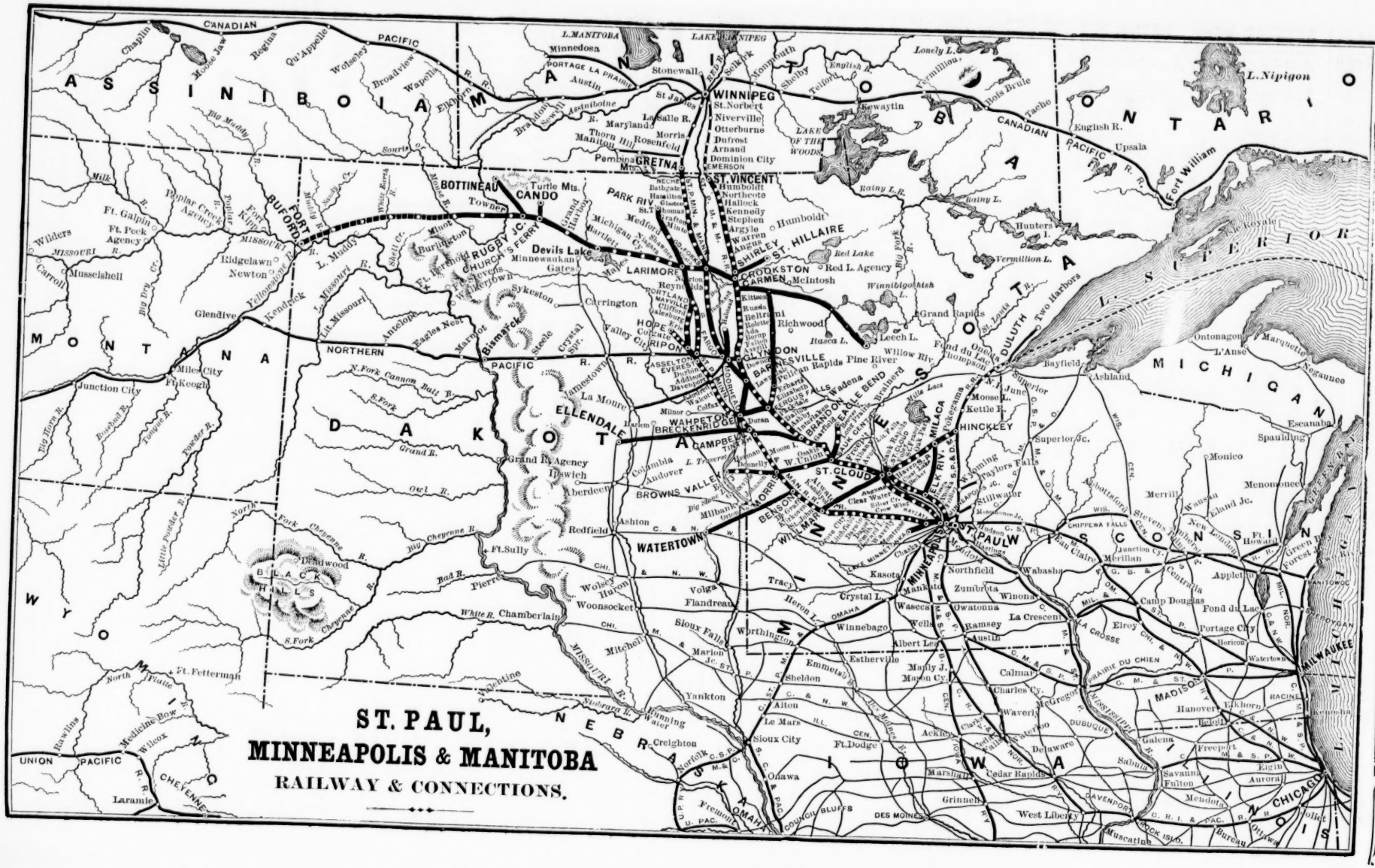
Savannah Dublin & Western.—Road in progress from Dublin to Americus, Ga., 190 miles. Stock, $2,000,000. A. B. Linderman, Philadelphia, President.

Savannah Florida & Western.—Owns from Savannah, Ga., to Chattahoochee, Fla., 258 miles; branches—Bainbridge Junction to Bainbridge, 9 miles; extension to Savannah wharves, 1·70 miles; Junction Branch, 4 miles; Dupont to Gainesville, 118 miles; Thomasville to Albany, 58 miles; Waycross to Jacksonville, 75 miles; total, 525 miles. This was a consolidation in 1865 of the Savannah Albany & Gulf Railroad and the Atlantic & Gulf under the latter name. The Atlantic & Gulf road was sold in foreclosure of the second mortgage on November 4, 1879, subject to the consolidated mortgage and other prior liens amounting to about $2,465,000. The present company has a capital stock of $5,340,300, which is held in very few hands and dividends are paid as earned; in March, 1886, 3½ per cent paid; in March, 1887, 2 per cent. The earnings in 1885 were $2,461,613 gross and $468,799 net; fixed charges, $300,279; surplus, $164,356. In 1886 gross earnings, $2,557,424; net, $708,140. H. B. Plant, Pres., New York. (V. 43, p. 635; V. 44, p. 344.)

Savannah Griffin & North Alabama.—Owns from Griffin, Ga., to Carrollton, Ga., 60 miles. Operated in connection with Central Railroad of Georgia. Capital stock, $1,011,245. In 1885-86 gross earnings $62,518; deficit, $8,083. In 1884-5, gross, $58,841; net, $6,244.

Schenectady & Duanesburg.—From Quaker Street Junction, N. Y., to Schenectady, N. Y., 14 miles. Formerly Schenectady & Susquehanna Railroad, and was foreclosed in 1873; reorganized and leased in perpetuity to the Delaware & Hudson Canal Company. Lease rental, $30,000 per year, paying 6 per cent on bonds. Stock, $100,500.

Schuylkill Valley.—Owns from Palo Alto to Reevesdale, Pa., 11 miles; branches, 8; total, 19 miles. It is an old road, and was leased to the Phila. & Reading RR. from Sept. 1, 1861, at an annual rental


ST. PAUL,
MINNEAPOLIS & MANITOBA
RAILWAY & CONNECTIONS.
MANITOBA
ASSINIBOIA
ONTARIO
MINNESOTA
NORTH DAKOTA
SOUTH DAKOTA
MONTANA
WYOMING
NEBRASKA
IOWA
WISCONSIN
MICHIGAN
ILLINOIS
WINNIPEG
GRETNA
EMERSON
ST. VINCENT
BOTTINEAU
CANDO
DEVILS LAKE
LARIMORE
CROOKSTON
HILLSBORO
GRAND FORKS
WAHPETON
BRECKENRIDGE
FARGO
MOORHEAD
ST. CLOUD
MINNEAPOLIS
ST. PAUL
WATERTOWN
ABERDEEN
HURON
SIOUX FALLS
SIOUX CITY
OMAHA
COUNCIL BLUFFS
DES MOINES
DAVENPORT
ROCK ISLD.
CHICAGO
MILWAUKEE
DULUTH
FORT WILLIAM
L. SUPERIOR
L. MICHIGAN
L. NIPIGON
BISMARCK
MANDAN
MILES CITY
BILLINGS
LARAMIE
CHEYENNE
BLACK HILLS
DEADWOOD
CANADIAN PACIFIC
GREAT NORTHERN
NORTHERN PACIFIC
UNION PACIFIC
CHICAGO, MILWAUKEE & ST. PAUL
CHICAGO & NORTH WESTERN
CHICAGO, ROCK ISLAND & PACIFIC
CHICAGO, BURLINGTON & QUINCY
MISSOURI PACIFIC
MISSOURI RIVER
RED RIVER
MISSISSIPPI RIVER

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Schenectady & Duanesburg—1st M., guar. D. & H..	14	1874	$100&c.	$500,000	6	M. & S.	Del. & Hud. Canal Co.	Sept. 1, 1924
Schuylkill Valley—Stock	19	....	50	576,050	2½	J. & J.	Philadelphia, Office.	Jan. 13, 1887
Scioto Valley—1st mort. (s. fund $13,000 per year) .	98	1876	500&c.	1,294,000	7	J. & J.	July,'84 &Jan.'85,es.b't	Jan. 1, 1926
2d mortgage (sinking fund, $5,000 per year).....	98	1879	1,000	283,000	7	A. & O.	Last paid April, 1884.	April 1, 1894
Consol. mortgage.....	124	1880	1,000	553.000	7	J. & J.	Last paid July, 1884.	July 1, 1916
Equipment bonds.....	....	....	....	82,000	7	M. & N.	N.Y., Winslow, L & Co.	.....
Seaboard & Roanoke—Stock ($244,800 is pref.).....	80	....	100	1,302,800	5	M. & N.	Balt.,Farm.&Plant. Bk.	May 15, 1887
Mortgage for $2.500,000.....	....	1886	....	500,000	5	J. & J.	New York.	1926
Seattle Lake S. & East.—1st M., g., $25,000 per m..	....	1886	1,000	(?)	6 g.	F. & A.	N. Y.. Agency.	Aug. 1, 1933
Shamoki Sunbury & Lewisburg—1st mort., coup.	31	1882	1,000	1,000,000	5	M. & N.	Phila., Phil. & Read.RR.	May 1, 1912
2d mortgage	....	1884	1,000	500,000	6	F. & A.	do do	Feb. 1, 1924
Shamokin Valley & Pottsville—Stock.....	29	....	50	869,450	3	F. & A.	Philadelphia,Treasurer.	Feb. 2, 1887
1st mortgage, gold, on road and lands.....	28	1871	500 &c.	2,000,000	7 g.	J. & J.	do do	July, 1901
Shenandoah Valley—1st m (Hag. to Waynesbo.)....	144	1880	1,000	2,270,000	7 g.	J. & J.	Last paid Jan., 1885.	Jan. 1, 1909
General mort., gold.....	254	1881	1,000	4,113,000	6 g.	A. & O	Last paid Oct., 1884.	April 1, 1921
3d mortgage income bonds, registered, non-cum..	254	1883	1,000	2,500.000	6	Feb. 1	None paid.	Jan. 1, 1923
Car trust certificates.....	....	....	....	584,969	....	....	None paid,	.....
Shenango & Alleghany—1st mortgage.....	57	1869	500 &c.	1,200,000	7	A. & O.	N. Y., N.Bk. of Com'rce.	1889 & 1907
West Pennsylvania & Shenango, 1st mortgage...	....	1882	1,000	400.000	6	J. & J.	Phila.. Fid. Ins.& Tr.Co.	July 1, 1912
Shore Line (Conn.)—Stock.....	50	....	100	1,000,000	4	J. & J.	N. H., Nat. N. H. Bank.	Jan. 8, 1887
1st mortgage.....	50	1880	1000&c.	200,000	4½	M. & S.	do do	March, 1910
Shreveport & Houston—1st, g. guar. by H. E. & W. T.	40	1881	1,000	400,000	6 g.	J. & J.	New York.	July 1, 1914
Silver Springs Ocala & Gulf—1st,gold ($13,000 p.m.)	....	1885		(?)	6 g.	J. & J.	N. Y., Agency.	July 1, 1915
Somerset—1st mortgage, gold.....	25	1871	100	450,000	7 g.	J. & J.	.....	July, 1891
South Carolina—Stock.....	247	....	100	4,204,160	5	....	.....	Feb. 1, 1883
1st mortgage, sterling loan.....	247	1868	Various	244,347	5 g.	J. & J.	London.	1887 to 1888
1st consol mortgage (for $5,000,000).....	247	1881	1,000	4,713,000	6	A. & O.	N. Y., 68 & 1 Wall street.	Oct. 1, 1926
2d consol. mortgage.....	247	1881	1,000	1,130,000	6	J. & J.	do	Jan. 1, 1931
Income mortgage bonds (not cumulative).....	247	1881	1,000	2,538.000	6	Yearly.	do	Jan. 1, 1931
South Florida—1st mort. ($12,000 per mile).....	132	1885	1,000	1,572,000	6	J. & J.	.....	Jan. 1, 1915
So. & No. Alabama—1st M., endorsed by Alabama.	181	1870	1,000	391,000	8 g.	J. & J.	N. Y., Drexel, M. & Co.	Jan. 1, 1890
Sterling mort., s. fund, guar. by L. & N	183	1873	£200	4,198,860	6 g.	M. & N.	London, Baring Bros.	May 1, 1903
2d mortgage bonds (owned by L. & N.).....	183	1880	1,000	2,000,000	6	A. & O.	N. Y. Union Trust Co.	1910

of 5 per cent on the stock. Operations are included in the Philadelphia & Reading reports. Has no bonded debt

Scioto Valley.—Owns from Columbus, O., to Petersburg, O., 131 miles. In 1884 gross earnings, $556.983; net, $136.379; rental, $53,476; interest on bonds, $155.400; other interest, $60,470; deficit for year, $195,910. In 1885, gross earnings were $546,286: net, $91,441; rents, taxes paid, &c., $31,998; applicable to interest, $54,942. Stock is $2,093,350. Coupons of 1st m. due July 1,'84, and Jan. 1,'85, were bought by Lloyd, McKean & Co. A plan of funding interest and placing all mortgage bondholders and holders of floating debt on about the same footing was brought forward in the interest of Mr. C. P. Huntington, who had a large judgment against the company, but was resisted by the 1st mortgage bondholders, who organized a committee to buy the road on foreclosure. J. L. Robertson, Chairman, 7 Nassau Street.

Receiver (Jas. Robinson) was appointed in June, 1885, on a judgment of C. P. Huntington for $639,305. Frank H. Davis, President, New York. (V. 43, p. 50, 191, 738.)

Seaboard & Roanoke.—Owns from Portsmouth, Va., to Weldon, N. C., 80 miles. Of the stock, $1,058,700 is common, $200,000 is 1st 7 per cent guar., and $44,200 is 2d guar. Net earnings 1885-86, $188,375; 1886-87, $273,550. J. M. Robinson, Pres., Balt., Md.

Seattle Lake Shore & Eastern.—New road in progress from Seattle on Puget Sound to Walla Walla. Bonds are coup. or reg. (See prospectus in V. 43, p. 184, 191.)

Shamokin Sunbury & Lewisburg.—Line from Shamokin to West Milton, Pa., with iron bridge over Susquehanna River at Sunbury. The road was built by Philadelphia & Reading, and opened in 1883 for its coal traffic northward. Stock, $1,000,000

Shamokin Valley & Pottsville.—Line of road, Sunbury, Pa., to Mt. Carmel, Pa., 27 miles; branch to Lancaster Colliery, 2 miles total 29 miles. The road was leased February 27, 1863, to the Northern Central Railway Company, with a guarantee of interest on the bonds and 6 per cent per annum on the stock. The yearly reports will be found in the CHRONICLE with the reports of the Northern Cent. RR. Gross earnings for 1885, $422,227; net, $.63,318. Gross earnings for 1884 $437,827; net, $226,927. Geo. B. Roberts, President, Phila.

Shenandoah Valley.—From Hagerstown, Md., to Waynesboro and thence to a connection with the Norfolk & Western road at Roanoke, 238 miles and branches 17 miles. A close contract for working and an exchange of stock for Norfolk & Western stock, also a contract with Penn. RR. for exchange of business was made in 1883, by which the Pennsylvania and the Cumberland Val. RR. companies apply 15 per cent till 1890 and 10 per cent from that to 1895 of their gross receipts from business with the Shenandoah Val. to be used for the purchase of Shenandoah Valley's general mortg. bonds. In any year prior to Oct. 1, 1888, this fund can be applied to the purchase of coupons if the earnings are insufficient to pay interest. There are in addition to the above outstanding first mortgage bonds, also $1,560,000 of same bonds held by trustee of the general mortgage and claimed as part of its security, but as to these there is litigation (see V. 44, p 150). The stock is $3,696,200, of which $3,057,100 is held by the Norfolk & Western RR. Co.

In March, 1885, Sydney F. Tyler was appointed receiver, on application of the Fidelity Insurance Trust & Safe Deposit Co. The April '85 interest was defaulted.

For three months from Jan. 1 to Mar. 31 gross earnings were $185,701 in 1887, against $132,704 in 1886; net, $21,173 in 1887, against def. of $2,949 in 1886.

In 1886 gross earnings were $740,655; net, $79.276. In 1885 gross earnings were $694,892; net, $24,731. (V. 42, p. 662; V. 43, p. 400, 548, 580, 672, 719, 757; V. 44, p 23, 150, 509, 495, 497.)

Shenango & Alleghany.—Owns from Greenville, to Hilliard, Pa., 47 miles; branches, 10 miles; total operated, 57 miles. Leases the West Pennsylvania & Shenango connecting road, extending from this line to Butler, 24 miles, under construction in 1883. The company made default in 1879, but the October coupons were paid Feb. 21, 1880. Road went into hands of receiver, and foreclosure begun in June, 1885, and road to be sold April, 1887. Stock, $200,000. Gross earnings in 1885, $147,053; net, $48,858. Gross 1886, $150,072; net, $43.596. Thos. P. Fowler, receiver, N. Y. City. (V. 42, p. 775; V. 43, p. 66, 452, 738; V. 44, p. 150, 527.)

Silver Springs Ocala & Gulf.—This road is in progress from Silver Springs, Fla., to Point Pinellos on Tampa Bay, about 150 miles. Capital stock, $1,500,000. Thos. C. Hoge, President, 56 Wall St.

Shore Line (Conn.)—Line of road, New Haven, Conn., to New London, Conn., 50 miles. Leased to New York & New Haven RR. Co. in perpetuity Nov. 1, 1870, at $100,000 net per annum. Chartered as New Haven & New London RR.; sold in foreclosure and reorganized under present title June 29, 1864. Dividends 3½ in Jan. and 4 in July. Operations and earnings are included in the reports of the lessee.

Shreveport & Houston.—From Shreveport, La., to Logansport, La., 40 miles; connects with Houston East. & W. Texas road, forming with that a narrow gauge line of 230 miles from Shreveport to Houston. E. I. Bremond, President.

Somerset.—Oakland, Me., to Anson, Me., 25 miles. Capital stock $379,050. In September, 1883, the bondholders took possession and prepared to reorganize the company. Gross earnings in 1883-84, $31,162; net, $4,175. Gross in 1884-85, $30,860; net, $5,864.

South Carolina.—Owns from Charleston to Augusta, S. C., 137 m., branches to Columbia, 68 m., and to Camden, 38 m.; extension, 4 miles; total main line and branches, 247 m. Default was made and the road sold in foreclosure July 28, '81, and the company was reorganized. There were $196,000 1st mort. dollar bonds payable in 1887 and 1888. The annual report for 1885 was in the CHRONICLE, V. 42, p. 337.

INCOME ACCOUNT.	1882.	1883.	1884.	1885.
Receipts—	$	$	$	$
Total gross earnings	1,313,821	1,326,969	1,233,292	1,151,840
Net earnings.....	501,191	432,875	382,724	328,156
Other receipts.....	3,497	13,890	5,880	30,271
Total net income	504,688	446,765	388,604	358,427
Disbursements—				
Interest on debt....	357,817	373,754	382,722	374,524
Interest on incomes	126,900	76,140	.....	.....
Rate paid on incomes	5	3	.....	.....
Miscellaneous.....	4,149	2,472	252	8,020
Total disbursem'ts	488,866	452,366	382,974	382,544
Balance.....	sur. 15,822	def. 5,601	sur. 5,630	def. 24,117

—(V. 42, p. 337.)

South Florida.—Owns from Sanford to Tampa, Fla., 115 miles; Bartow Branch, 17 miles; operates Sanford to Oviedo, 17 miles, and Pemberton Ferry Branch, 43 miles; total, 192 miles. The road is part of the Savannah Florida & Western system.

South & North Alabama.—Owns from Decatur, Ala., to Montgomery, Ala., 182 miles, with a branch of 6 miles from Elmore to Wetumpka. The road is controlled by the Louisville & Nashville RR. Company, which owns a majority of the stock and all of the second mortgage bonds, $2,000,000, due 1910, which are pledged with the Union Trust Co. as security for the L. & N. bonds, dated June 1, 1880. A new consol. mortgage at 5 per cent has been authorized. 500,000 acres of land in Alabama, largely mineral, have been transferred to the Louisville & Nashville Co. Common stock, $1,469,082; preferred stock, $2,000,000. In 1884-85 gross earnings were $1,541,289; net, $537,481; interest and taxes, $560,847; deficit, $23.365; due Louisville & Nashville RR. Co., $1,733,805. In 1885-86 gross earnings, $1,469,089; net, $430,509; interest, taxes, &c., $768,324; def.; $337,814. (V. 43, p. 218.)

South Pacific Coast (Narrow-gauge).—Owns from Newark to Junction (Felton), Cal., 45 m. leased—Alameda Point to Newark, 25 m.; Felton to Santa Cruz, 6 m.; other branches, 4 m.; total, 80 m. In March, 1887, it was reported that the road was sold to the Southern Pacific interest. Gross earnings 1884, $743,924; net, $205,074.

South Pennsylvania.—The line was in progress between Harrisb. & Pittsb., 225 miles, making a western extension of the Phila. & Reading system. In July, 1885, it was agreed that the Vanderbilt interest should be transferred to the Pennsylvania *Company*, and that company offered to give the South Pennsylvania subscribers $6,500,000 bonds of the Bedford & Bridgeport RR., guaranteed by the Penna. Railroad Co., bearing 3 per cent interest, in payment for the property. Other large parties joined with the Vanderbilt interest and the negotiation was practically completed, when the Attorney-General of Pennsylvania brought a suit to enjoin the transfer, and this suit in Oct., 1886, was decided by the Supreme Court of Pennsylvania against the transfer to Pennsylvania Company. Robt. H. Sayre, Pres. Office, Harrisburg. (V. 42, p. 94, 148; V. 43, p. 488, 501, 767; V. 44, p. 23.)

Southern Central (N. Y.)—Owns from North Fair Haven, N.Y., to Pennsylvania State Line, 114 miles. Leases the Ithaca Auburn & Western, Freeville to Auburn, 38 miles; State Line to Sayre, 2 miles. Total operated, 154 miles. Road forms an extension to Lake Ontario for the Lehigh Valley Railroad, to which company it was leased from Jan. 1, 1887, for 975 years, without any guaranty of interest. The consol. 5s are convertible into stock at option of holders within ten years, and $100,000 are held in trust to retire the prior bonds due in 1899. Company defaulted on August, 1886, coupon, and the Lehigh Valley, as a holder of the bonds, consented to fund six coupons from Aug. 1, 1886, inclusive, into income bonds if the other holders did the same. Capital stock paid in is $1,774,850. In 1885-86, gross earnings were $467,068; net, $51,452; in 1884-85, gross, $454,237; def., $37,048.—V 43, p. 23.)

Southern Pacific COMPANY.—This corporation was organized Aug. 14, 1884, under the laws of the State of Kentucky. It holds most of the stock of the Southern Pacific of California and the other railroads connecting with it to New Orleans, and leases each of those roads; also has a lease of the Central Pacific for 99 years. The last report had the following statement of the total stock of each of the said companies owned by the Southern Pacific Co. Dec. 31, 1885, and the table also shows the percentage of net profits of the whole system payable under the lease to the several lessor companies.

Name of corporation.	*Stock owned.*	*Total stock of company.*	*P. c. of profits.*
So. Pac. RR. Co. of California.....	$43,684,900	$44,039,100	26½
So. Pac. RR. Co of Arizona	19,995,000	19,995.000	12
So. Pac. RR. Co. of New Mexico ...	6,688,800	6,888,800	4
Mor. L. & Texas RR. & SS. Co.	4,062,700	5,000,000	22½
Gal. Harris. & San An. Ry. Co	25,812,000	27,085.100	16¼
Texas & New Orleans Ry. Co.....	5,000,000	5,000,000	7½
Louisiana Western RR. Co.....	3,360,000	3,360,000	3½
Mexican International RR. Co.	4 172,100	4,922,100	....
New York Texas & Mexican.....	594,000	814,800	....
Total.....	$131,369,500	$117,104,900	....
Galv. Har. & San Ant., West. Div., 6s.	1,110,000		
Total stock and bonds.....	$114,479,500		


MAP OF THE
SOUTHERN PACIFIC
RAILROAD
AND CONNECTIONS.
PACIFIC OCEAN
GULF OF MEXICO
GULF OF CALIFORNIA
LOWER CALIFORNIA
MEXICO
OREGON
CALIFORNIA
NEVADA
IDAHO
UTAH
WYOMING
COLORADO
ARIZONA
NEW MEXICO
TEXAS
INDIAN TERRITORY
KANSAS
NEBRASKA
DAKOTA
IOWA
ILLINOIS
MISSOURI
ARKANSAS
LOUISIANA
MISSISSIPPI
CHIHUAHUA
SAN FRANCISCO
SACRAMENTO
Los Angeles
San Diego
Yuma
Tucson
Benson
Deming
El Paso
San Antonio
Houston
GALVESTON
NEW ORLEANS
Eagle Pass
Spofford Jc.
SALT LAKE CITY
Ogden
DENVER
CHEYENNE
OMAHA
Kansas City
ST. LOUIS
CHICAGO
Albuquerque
Dallas
Denison
Guaymas
To Havana
To Vera Cruz

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
So. & No. Ala.—(Cont'd) New bds. (for $10,000,000)	....	....	$10 &c.	(†)	....	....	.....	.....
South Pacific Coast—Stock	76	....	1,000	$1,000,000	....	....	.....	.....
South Pennsylvania—Stock (for $20,000,000)	....	....	....	(†)	....	....	.....	.....
1st mortgage (for $20,000,000)	....	....	....	(†)	....	....	.....	.....
Southern Cent. (N. Y.)—1st mortgage bonds	114	1869	1,000	90,000	7	F. & A.	.....	Aug. 1, 1899
Consol. mort. (for $3,400,000) convertible	114	1882	200 &c.	3,299,200	5	F. & A.	(†)	Feb. 1, 1922
Southern Pacific COMPANY—Stock ($100,000,000)	4,750	....	100	88,560,130	....	....	.....	.....
South. Pac. of Arizona—1st mort., gold, ep. or reg.	384	'79-'80	1,000	10,000,000	6 g.	J. & J.	New York City.	Mar., 1909-10
South. Pac. (Cal.)—1st mort., gold, land gr., cp. or reg.	1,022	'75-'82	500 &c.	34,178,000	6 g.	A. & O.	N. Y., Mills Building.	1905-6 & 1912
Monterey, 1st mortgage	15	1880	1,000	250,000	5	A. & O.	do do	April 1, 1900
Southern Pacific of N. Mexico—Mort., coup. or reg.	167	1881	1,000	4,180,000	6 g.	J. & J.	N. Y., Company's Office	Jan. 1, 1911
Southwestern (Ga.)—Stock, guarant'd 7 per annum	321	....	100	5,019,300	3½	J. & D.	Savannah, Cent. RR. Bk.	Dec. 22, 1886
Southwest Pennsylvania—Stock	44	....	....	819,200	5	M. & S.	Phila. and Greensburg.	Mar., 1887
1st mortgage	....	1877	1,000	962,000	7	F. & A.	Philadelphia Office.	Feb., 1917
Spuyten Duyvil & Port Morris—Stock	6	....	....	989,000	4	J. & J.	New York.	Jan., 1887
Staten Line & Sullivan—1st M., conv. (red'ble aft. '88)	24	1879	100, &c.	200,000	7	J. & J.	N. Y., Union Trust Co.	Jan. 1, 1899
Staten Island—1st mortgage	13	1873	1,000	300,000	7	A. & O.	N. Y., S. I. Rap. T. Co.	April 1, 1893
Staten Island Rapid Tran.—1st m., $ or £, cp. or reg.	All.	1883	1,000	1,003,000	6 g.	A. & O.	N. Y., Lond. & Glasgow.	Jan. 1, 1913
2d mort. guar by B. & O. cp. or reg., gold	....	1886	1,000	2,500,000	5 g.	J. & J.	New York.	Jan. 1, 1926
Inco nes. gold (non-cum.)	....	1885	1,000	4,500,000	6 g.	....	do	Jan. 1, 1948
Sterling Mountain (N. Y.)—1st mort., income, guar.	7¾	1881	1,000	475,674	7	Feb.	....	July 7, 1895
Stockton & Copperopolis—1st mort., (guar. by C. P.)	45	1875	500 &c.	500,000	5	J. & J.	N. Y., Central Pacific.	January, 1905
Suburban Rapid Transit—Stock ($ 1,600,000)	....	....	....	641,835	....	....	....	.....
1st mortgage bonds	....	....	....	(†)	....	....	....	.....
Summit Branch (Pa.)—Stock	20	....	50	4,125,000	3	F. & A.	Phila., 233 So. 4th St.	Feb. 16, 1876
1st mortgage bonds	20	1874	1,000	1,185,000	7	J. & J.	do do	Jan. 1, 1904
Sunbury Hazleton & Wilkesbarre—1st mortgage	43	1878	....	1,119,000	5	M. & N.	Philadelphia, Penn. RR.	May 1, 1928
2d mortgage	43	1878	....	1,350,000	6	M & N.	do do	May 1, 1938
Sunbury & Lewistown—1st mortgage	43½	1876	500	500,000	7	J. & J.	Phila., Guar. T. & D. Co	July 1, 1896
Suspension Bridge & Erie Junction—Stock	23	....	....	500,000	7	....	....	Yearly.
1st mortgage	23	1870	1,000	1,000,000	7	J. & J.	N. Y. Lake Erie & West.	July 1, 1900
Syracuse Binghamton & N. Y.—Stock	81	1875	100	2,500,000	2	Q.—Mar	N. Y., D. L. & W. RR. Co.	June 1, 1887
2d mortgage (now first)	81	1867	1,000	270,000	7	J. & D.	do do	June, 1887
Consol. mortgage (guar. D. L. & W.)	81	1876	1,000	1,750,000	7	A. & O.	do do	Oct. 1, 1906

For three months from Jan. 1 to March 31, gross earnings on the whole system (4,922 miles) were $7,402,855, against $6,873,739 in 1886 (4,677 miles); net, $2,296,4[illegible]0, against $2,812,535.)

The annual report for 1886 will show the earnings of the whole system (4,840 miles) for the year to have been $13,283,227, plus rentals of $560,691, total, $13,843,913; fixed charges, $13,934,132; deficit, $90,214; construction, &c., $960,836; total deficit for year, $1,051,070. —(V. 42, p 94, 156, 157, 243, 272, 305, 366, 464, 487, 632, 754, **781**; V. 43, p. 103, 218, 335, 460, 608, 636, 746; V. 44, p. 344, 435, 527, 654.)

Southern Pacific of Arizona.—This is the connecting line of the South. Pacific of Cal., extending from Yuma to N. Mexico boundary, 384 miles. The stock is $19,995,000. The bonds consist of Series A $6,000,000, due 1909, and Series B, $4,000,000, due 1910. Operated under lease to Southern Pacific Co., the lessee paying all charges and also 12 per cent of the net profits (if any) of the whole Southern Pacific system. In 1885 the gross earnings were $1,564,702, and surplus over all charges $148,029. From Jan. 1 to Dec. 31 gross earns. were $1,525,221 in 1886, agst. $1,564,705 in 1885; net, $647,592, against $864,550.—(V. 44, p. 370.)

Southern Pacific (of California). (*See Map.*)—LINE OF ROAD.—The road in California is in two divisions—the North. Div. from San Fran. to Tres Pinos, 100½ miles; Carnadero Junc. to San Miguel Junction, 125 miles; and leased line, Castroville Junc. to Monterey, 15 miles; Santa Cruz RR., 26 m.; total in North. Div., 267 miles;—the South. Div., Huron via Goshen to Colorado Riv., 529 miles; Los Angeles via Wilmington to San Pedro, 27 miles; total South. Div., 553 miles; total South. Pacific in Cal., 816 miles. At Goshen the Southern Div. meets the San Joaquin Branch of the Cent. Pac., by which it reaches San Francisco and the main line of Central Pacific. At Yuma, connects with its closely affiliated lines extending to Galveston and New Orleans. The Colorado Div. of 242 miles is leased and operated by the Atl. & Pac. Railroad.

ORGANIZATION, &C.—The Southern Pacific was a consolidation Oct. 12, 1870, of several lines in California. The Central Pacific RR. leased the southern division, but in March, 1885, this lease was annulled and the whole line was leased to the Southern Pacific *Company* on the basis of lessees paying all charges and giving to this company 26½ per cent of the annual net profits of the whole S. P. system. In October, 1884, leased to the A. & P. the 242 miles of road extending from the Western terminus of the A. & P. to Mojave, and right of way over the balance of the line to San Francisco, at a fixed rental. (See terms of this agreement in St. Louis & S. F. report in CHRONICLE, V. 40, p. 594.)

STOCK AND BONDS.—The authorized stock is $90,000,000, of which $44,039,100 has been issued and is held mostly by the So. Pacific *Co.* The bonds above are in series A, B, C, D, E and F, of which A included $15,000,000 and B, C and D each $5,000,000, the balance being divided between E and F; the bonds are issued at the rate of $40,000 per mile on road and lands, except the Colorado Division, which is bonded at $40,000 per mile. The series A, B, C and D mature in 1905-6, the series E and F in 1912. The bonds are a mortgage on the lands, and as proceeds of lands come into the hands of the trustees, bonds are purchased and retired. There is also a sinking fund of $100,000 per year.

LAND GRANT.—The land grant was 12,840 acres per mile, and proceeds of sales go to retire bonds. The total grant is estimated to furnish 10,445,227 acres, but a large proportion of the lands is barren and useless for agricultural purposes without irrigation. In 1885 the sales were 362,254 acres for $845,783; land bonds redeemed, $613,000; land notes outstanding Dec. 31, 1885, $2,213,199.

The annual report for 1885 was published in the CHRONICLE, V. 43, p. 274. Income account was as follows: Net profit under the lease over all charges, $20[illegible],381; proportion of net profits of Southern Pacific *Company* under the lease, $303,143; total net profits, $517,125.

Gross earnings No. Div. from Jan. 1 to Dec. 31, in 1886, $1,649,826, against $1,281,764 in 1885; net, $811,967 in 1886, against $542,851 in 1885. Southern Division, Jan. 1 to Dec. 31, 1886, $4,294,141; in 1885, $3,131,745; net, $1,067,985 in 1886, against $1,410,230 in 1885. —(V. 42, p. 148, 350, **781**; V. 43, p. 274, 548; V. 44, p. 204, 370.)

Southern Pacific of New Mexico.—Road extends from Arizona State Line to the Rio Grande at El Paso, Texas, 167 miles. Operated under lease to Southern Pacific *Company*, the lessee paying all charges and 4 per cent of net profits (if any) of the whole So. Pacific system. Stock, $6,888,800. Gross earnings in 1885 $683,249; surplus over charges, $127,133. Gross earnings from Jan. 1 to Dec. 31, $6[illegible]7,196 in 188[illegible], against $683,250 in 1885; net, $310,131, against $401,683.—(V. 44, p. 370.)

Southwestern (Ga.)—From Macon, Ga., to Eufaula, 144 miles; has 177 miles of branches, the main one being from Fort Valley to Columbus, 71 miles. A lease was made Aug. 1, 1869, to the Central RR. of Georgia which assumes the liabilities and guarantees 7 per cent on the stock, but 8 per cent is to be paid if 10 per cent is paid on Central stock. In June, 1881, $32 per share in 6 per cent debt certificates was declared by Central Georgia Railroad.

Southwest Pennsylvania.—Greensburg, Pa., to Fairchance, Pa., 44 miles. Opened April 1, 1873, and leased to Pennsylvania Railroad, which operates it at cost, paying net earnings as rental. In 1885 gross earnings were $562,920 and net earnings, $249,438. In 1886, gross, $756,139; net, $399,330.

Spuyten Duyvel & Port Morris.—Road is 6 miles in length and connects the New York Central & Hudson with the New York & Harlem. Leased to New York Central November 1, 1871. Rental is 8 per cent on capital stock of $989,000. Operations are included in lessee's returns.

State Line & Sullivan.—Owns from Mourneton, Pa., to Berenice Pa., 25 miles. Originally organized as Sullivan & Erie Coal & Railroad Co., which was sold in foreclosure Oct. 14, 1874, and a new company formed Dec. 2, 1874, under the present name. Stock, $999,000 (par $50). The mortgage covers 5,000 acres coal lands. In May, 1884, this road was leased to the Penn. & N. Y. Canal & RR. Co. for fifty years, at $36,000 per annum for three years and $40,00 afterwards.

Staten Island.—Local road on Staten Island, Clifton to Tottenville, 13 miles. Road is operated in connection with Staten Island Ferry Company. Capital stock, $210,000, par $15 per share. Leased to Staten Island Rapid Transit Co. for 99 years from July 31, 1884, at $80,000 per annum. Dividends in 1885-86, 23-66 per cent.

Staten Island Rapid Transit R'R.—This Co. was incorporated under the general law of New York State. The line of road is around the Staten Island shore, east and north sides, from Vanderbilt Landing (junction with the S. I. Railway) to a point opposite Elizabethport, N. J. It has a 99 years' lease of the S. I. Railway and controls the Ferries to N. Y. City. In November, 1885, the agreement with Balt. & Ohio was reported for making the terminals of that RR. Co. at New Brighton by means of a bridge over the Kills at Elizabethport. The B. & O. guarantees the 2d mort. bonds of this Co., and owns a majority of its stock of $500,000. The income bonds are held by the B. & O. and S. I. R. Cos., one-half each. Gross earnings in 1884-5, $122,989; net, $55,074; def. under interest, rentals, &c., $49,773. Gross earnings in 1885-86, $298,614; net, $76,863; deficit under interest, rentals, &c., $114,979. (V. 43, p. 12; V. 44, p. 495.)

Sterling Mountain (N. Y.)—Road runs from Sterlington on the Erie Railway to Lakeville, 7·6 miles. Bonds guaranteed by Sterling Iron & Railway Co. Stock, $80,000. Earnings in 1884-85, $26,017 gross and $6,924 net; in 1881-85, $26,216 gross and $9,476 net.

Stockton & Copperopolis.—Present company is a consolidation, made Nov. 17, 1877, of the Stockton & Copperopolis and the Stockton & Visalia. Line of road, Stockton to Milton and Peters to Oakdale, Cal., 49 miles. Leased to Central Pacific Railroad Company for thirty years from December 30, 1874. By the terms of the lease the lessee agrees to pay principal and interest of the bonds. Capital stock, $231,500. The company previously made default July, 1874, and the $1,000,000 of old bonds were exchanged for the present issue guaranteed. In 1885, gross earnings, $76,817; net, $13,063.

Suburban Rapid Transit.—This company has built a bridge across the Harlem River, N. Y. City, and is in operation to 165th Street, N. Y. The line as laid out is 14·90 miles long. Little information has yet been obtainable concerning its finances. In July, 1886, the Manhattan Elevated stockholders were offered the privilege of taking its stock and bonds. Samuel R Filley, President, 40 Wall Street.

Summit Branch (Pa.)—This company leases the Lykens Valley RR., and it has a small branch of its own to Summit Mines, ¾ of a mile. The road is operated by the Northern Central under contract. Traffic is almost exclusively coal. Gross receipts in 1886, includ. coal, $732,624; net, $13,689. Gross in 1885, $1,402,405; net, $174,646; interest, $83,195; net profit in 1885, $116,529. (V. 44, p. 285.)

Sunbury Hazleton & Wilkesbarre.—Sunbury to Tomhicken, Pa., 43 miles. Foreclosed March, 1878. Stock, $1,000,000. The Penn. Railroad has a large interest in it. Gross earnings in 1885, $193,197; net, $267,255. Gross in 1886, $425,361; net, $195,538. J. N. Du Barry, President, Philadelphia. (V. 43, p. 275.)

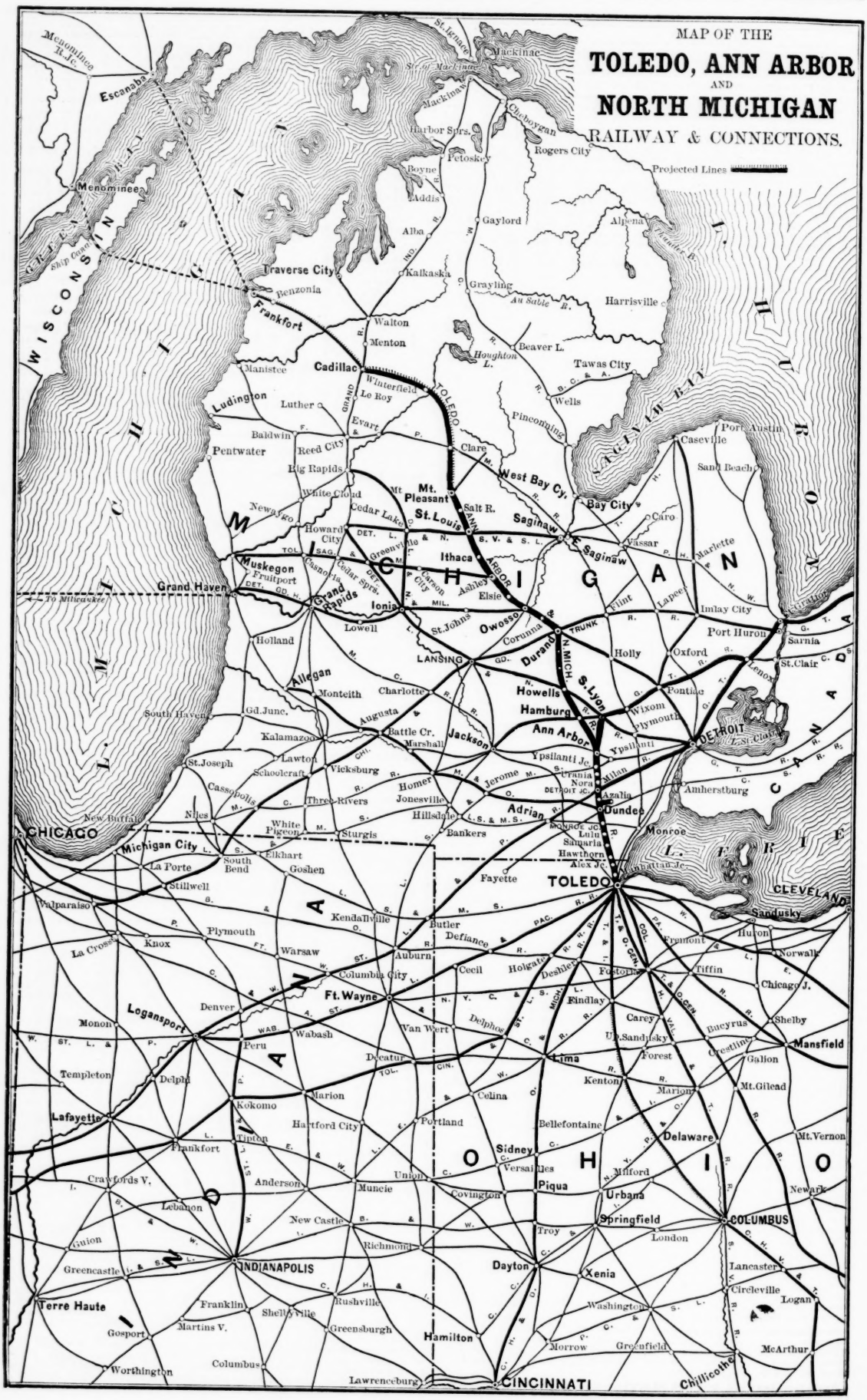
Sunbury & Lewistown.—Selinsgrove Junction to Lewistown, Pa., 43 miles. Leased to Pennsylvania RR. for contingent interest in net earnings, which in 1884 were $105,855; in 1885, $168,268; in 1886, $123,536. Stock, $600,000 and div's of 6 per ct. a year have been paid.

Suspension Bridge & Erie Junction.—East Buffalo Junction to Niagara Falls and Suspension Bridge, 23 miles; Lock. & Buff. RR. leased, 14 miles; total operated, 37 miles. Road opened January, 1871. It is leased to New York Lake Erie & Western Railroad Co. at 30 per cent of gross receipts, which are guaranteed to be not less than $105,000 per annum. Lessees own all stock except 297 shares.

Syracuse Binghamton & New York.—Owns from Geddes, N. Y., to Binghampton, N. Y., 81 miles. Chartered as Syracuse & Binghamton and opened Oct. 23, 1854; foreclosed and reorganized April 30, 1857, and leased to Delaware Lackawanna & Western. In 1883-84 gross earnings, $742,024; net, $307,418; interest, $141,400; dividends (6¾ per cent), $162,500. In 1884-85, gross, $892,761; net, $275,329; int. $141,400; div. (4 p. c.), $100,000; surplus, $33,929.

Syracuse Geneva & Corning.—Owns from Corning, N. Y., to Geneva, N. Y., 58 miles, and Penn Yan to Dresden, 6 miles; total, 64 miles. This road was opened December 10, 1877, and is leased to the Fall Brook Coal Co. at a rental of 33⅓ per cent of its gross earnings. Stock is $1,325,000. In 1884-85 gross earnings were $671,690; net, $163,611; rental, $223,897; taxes, $10,559; deficit to lessee, $70,844. In 1885-6, gross, $638,921; net, $167,434; rental, $212,974; loss to lessee, $45,540.

Syracuse Ontario & New York.—Owns from Syracuse, N. Y., to Earlville, N. Y., 45 miles. The Syracuse & Chenango Valley Railroad was sold in foreclosure and a new company organized March 14, 1873, under the name of Syracuse & Chenango Railroad; on April 15, 1877, road was again sold in foreclosure and still again reorganized


MAP OF THE
TOLEDO, ANN ARBOR
AND
NORTH MICHIGAN
RAILWAY & CONNECTIONS.
Projected Lines
Menominee R.
Escanaba
St. Ignace
Mackinac
Str. of Mackinac
Mackinac
Cheboygan
Harbor Spgs.
Petoskey
Rogers City
Boyne R.
Addis
Gaylord
Alba
Alpena
Thunder B.
Menominee
Ship Canal
Traverse City
Kalkaska
Grayling
Au Sable R.
Harrisville
Benzonia
Frankfort
Walton
Menton
Beaver L.
Houghton L.
Tawas City
Manistee
Cadillac
Winterfield
Le Roy
Wells
Ludington
Luther
Evart
Pincoming
Baldwin
Reed City
Clare
Caseville
Port Austin
Pentwater
Big Rapids
Sand Beach
White Cloud
Mt. Pleasant
West Bay Cy.
Bay City
Newaygo
Cedar Lake
Salt R.
St. Louis
Saginaw
Caro
Howard City
Vassar
Saginaw
Muskegon
Fruitport
Ithaca
Harlette
Grand Haven
To Milwaukee
Grand Rapids
Ionia
Ashley
Elsie
Flint
Lapeer
Imlay City
Lowell
St. Johns
Owosso
Corunna
Port Huron
Sarnia
Holland
LANSING
Durand
Holly
Oxford
St. Clair
Allegan
Monteith
Charlotte
Howells
S. Lyon
Pontiac
Gd. Junc.
Hamburg
Wixom
South Haven
Augusta
Plymouth
Kalamazoo
Battle Cr.
Marshall
Jackson
Ann Arbor
DETROIT
Ypsilanti
St. Joseph
Lawton
Schoolcraft
Vicksburg
Ypsilanti Jc.
Amherstburg
Cassopolis
Three Rivers
Homer
Jonesville
Crania
Nora
Azalia
Niles
Hillsdale
Adrian
Dundee
New Buffalo
White Pigeon
Sturgis
Bankers
Monroe
CHICAGO
Michigan City
Elkhart
Luln
Samaria
Hawthorn
La Porte
South Bend
Goshen
Alex Jc.
Fayette
TOLEDO
Stillwell
CLEVELAND
Valparaiso
Kendallville
Butler
Sandusky
Plymouth
Defiance
Huron
La Crosse
Knox
Warsaw
Auburn
Fremont
Norwalk
Cecil
Holgate
Deshler
Tiffin
Columbia City
Fostoria
Chicago Jct.
Denver
Ft. Wayne
Findlay
Monon
Logansport
Van Wert
Carey
Shelby
Peru
Wabash
Delphos
Upper Sandusky
Bucyrus
Mansfield
Templeton
Decatur
Lima
Forest
Crestline
Gallon
Delphi
Kenton
Marion
Mt. Gilead
Lafayette
Kokomo
Marion
Celina
Hartford City
Portland
Bellefontaine
Delaware
Mt. Vernon
Tipton
Sidney
Frankfort
Versailles
Milford
Crawfords V.
Anderson
Union
Piqua
Urbana
Newark
Muncie
Covington
Lebanon
New Castle
Springfield
COLUMBUS
Troy
London
Guion
Richmond
Greencastle
INDIANAPOLIS
Dayton
Xenia
Lancaster
Circleville
Terre Haute
Franklin
Shelbyville
Rushville
Washington
Logan
Martins V.
Greensburgh
Hamilton
Gosport
Morrow
Greenfield
McArthur
Worthington
Columbus
Lawrenceburg
CINCINNATI
Chillicothe
MICHIGAN
INDIANA
OHIO
ILLINOIS
WISCONSIN
CANADA
LAKE ERIE
LAKE HURON
SAGINAW BAY

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Syracuse Geneva & Corning—1st mortgage	57	1875	$100&c.	$897,000	7	M. & N.	N.Y.,Farmers' L.& T.Co.	Nov. 15, 1905
2d mortgage	....	1879	1,000	600,000	5	M. & S.	.....	Mar. 1, 1909
Syracuse Ontario & New York—Bonds	43	1883	....	900,000	6	....	.....	1933
2d mortg., income	....	1883	....	500,000	6	....	.....	1983
Terre Haute & Indianapolis—Stock ($1,988,150)	114	....	50	1,461,880	3	F. & A.	N.Y.,Farmers L.& T.Co.	Feb. 2, 1887
Bonds of 1873 coupon & reg	....	1873	1,000	1,600,000	7	A. & O.	do do	1893
Terre Haute & Logansport.—Stock	116	....	50	500,000	....	....	.....	.....
1st mortgage, guar. by Terre Haute & Ind'napolis	93	1879	1,000	500,000	6	J. & J	N.Y., Farmers' L.& T.Co.	Jan. 1, 1910
1st mortgage, extension (2d on 93 miles)	65	1883	1,000	1,000,000	6	J. & J.	do do	Jan. 1, 1913
Terre Haute & Peoria—1st mortgage, gold	173	1887	1,000	1,800 000	5 g.	M. & S.	New York Agency.	Mar. 1, 1937
Texas Central—1st mortgage, gold	177	1879	1,000	2,145,000	7 g.	M & N	Last paid Nov., '84.	Nov. 1, 1909
N. E. Div., mort., gold (2d on 177 miles)	52	1881	1,000	1,254,000	7 g.	M & N	Last paid Nov., '84.	May 1, 1911
General mortgage, (pledged)	228	1884	1,000	2,284,000	6	M. & N.	Last paid Nov., '84.	Nov. 1, 1934
Texas & N. Orleans of '74—1st mortg. land gr., coup	105	1875	1,000	1,620,000	7	F. & A	N. Y., Company's Office.	Aug. 1, 1905
Sabine Division, 1st mortgage, gold	104	1882	1,000	2,075,000	6 g.	M. & S.	do do	March 1, 1912
Debentures	....	1883	100	584,000	6	J. & J.	do do	1893
Texas & Pacific—Stock	1,487	....	....	34,173,600	....	....	.....	.....
1st mortgage, gold, coup. (E. Div.)	524	1875	1,000	3,784,000	6 g.	M. & S.	Last paid Sept., 1885.	March 1, 1905
2d mort., consol., gold, coup. (E. Div.)	524	1875	1,000	9,316,000	6 g.	J. & D.	Last paid Dec., 1885.	June 1, 1905
Income and land mort., E. Div., reg	524	1875	1,000	7,992,000	7	July.	New York& Philad'phia	Jan. 1, 1915
Scrip for int.on inc.mort.(red'mable in st'k or land)	....	'79-'85	....	2,240,000	6	....	.....	.....
1st mort., gold, Rio Grande Division	521	1880	1,000	13,028,000	6 g.	F. & A.	Last paid Aug., 1885	Feb. 1, 1930
New Orleans Pacific, 1st mortgage	336	1880	1,000	6,720,000	6 g.	J. & J.	Last paid July, 1885	July 1, 1920
General and terminal mortgage ($6,500,000)	1,487	1884	1,000	2,879,000	6	A. & O.	Last paid Oct., 1885	Oct. 1, 1905
Tioga RR.—1st mortgage, due 1882 and extended	54	1852	....	239,500	5	M. & N.	Phil.,Newbold Sons &Co	Nov. 1, 1915
Consolidated mortgage	54	1876	....	125,000	7	M. & N.	.....	Nov. 1, 1896
Extension bonds	20	1875	....	265,000	7	A. & O.	.....	Oct. 1, 1905
Elmira State Line Railroad mortgage	7	1875	....	160,000	7	A. & O.	.....	Oct. 1, 1895
Toledo Ann Arbor & N. Mich.—1st (T. A. A. & G. T.)	61	1881	1,000	1,260,000	6 g.	J. & J.	N.Y.,Farmers' L.&Tr.Co	Jan. 1, 1921
1st mort., gold ($2,120,000)	106	1884	1,000	1,600,000	6 g.	M. & N.	N. Y., Cent. Trust Co.	May 1, 1924
Toledo Canada Southern & Detroit—Stock	55	....	....	1,547,662	....	....	.....	.....

under present name in 1883. The N. Y. West Shore & Buffalo acquired control of the property. Stock, $404,600. Earnings in 1885-86, gross, $88,595; deficiency after charging out interest account, $47,811. In 1884-85 gross earnings $91,596; deficiency after charging interest $73,096.

Terre Haute & Indianapolis.—Owns from Indianapolis to Illinois State Line, 79 m., with coal branches, 34 m.; total, 113 m. The road was opened in 1852 (as Terre Haute & Richmond). The company leases and operates the Terre Haute & Logansport RR., also the St. Louis Vandalia & Terre Haute Road on joint account with the Pittsb. Cin. & St. Louis RR., at 30 per cent of gross earnings, but guarantees the first and second mort. bonds. In 1883-4, gross earnings, $1,127,388; total net income, $375,056; interest and 8 per cent dividends, $271,052; loss on T. H. & L. lease, $83,449; loss on St. L. V. & T. H., $14,310; surplus for year, $6,245. In 1884-85 gross earnings, $1,060,631; income, $558,-470; interest and 6 p. ct. dividends, $231,289; loss on T. H. & Logans. lease, $76,634; betterments to T. H. & L. road, $45,202; surplus for year, $5,345.

Terre Haute & Logansport.—Owns from South Bend, Ind. to Rockville, Ind., 159 miles; leased, Rockville to Terre Haute, 22 miles. Total operated, 182 miles. Formerly Logansp. Crawfordsv. & Southw., which was sold in foreclosure Sept. 10, 1879, and reorganized under present name. Leased by Terre Haute & Indianapolis Railroad for 25 per cent of gross earnings, and first mortgage bonds guaranteed by that company. Rental in 1883-84, $85,526; loss to lessee, $83,449. Rental in 1884-85, $108,562; loss to lessee, $121,836.

Terre Haute & Peoria.—Road operated from Terre Haute, via Decatur, to Peoria, 173 miles. This is the new company formed in Jan., 1887, as successor of the Illinois Midland, sold in foreclosure Sept. 30, 1886. That road embraced by consolidation the Peoria Atlanta & Decatur, Paris & Decatur and Paris & Terre Haute. The stock is $2,160,-000 pref. and $3,240,000 com. The bonds were issued to pay off receiver's certificates and to furnish money for steel rails, equipments, &c. In New York, Mr. Simon Borg and associates were largely interested in the property. (V. 43, p. 217, 431, 738; V. 44, p. 184, 495.)

Texas Central.—Line of road from Ross, in McLennan Co., to Albany, Texas, 177 miles; Garrett to Roberts, 52 miles; total, 229 miles. Is controlled in Houston & Texas Central interests, by which company it is operated; but accounts are kept separate. The authorized stock is $1,000,000; total issued, $130,200, of which H. & T. C. holds, $50,000; Morgan Co., $75,000; directors, $5,300. Defaulted in interest in 1885, and judgment of foreclosure rendered in April, 1887, road to be sold June 29, 1887. (V. 42, p. 91; V. 44, p. 495.)

Texas & New Orleans (of 1874).—Houston, Tex., to Orange (Sabine River), 104 miles; and Sabine City to Rockland, 104 miles; total 208 miles. Belongs to the Huntington Southern Pacific system, together with the Louisiana Western. This was a reorganization, 1874, of the old Texas & New Orleans RR. The stock is $5,000,000, and a controlling interest is owned by the Southern Pacific. In addition to above bonds, there are $467,336 Texas School bonds. Gross earnings from Jan. 1 to Mar. 31, $266,986 in 1887, against $215,289 in 1886; net, $108,300, against $80,835.

For year 1886 annual report was in V. 44, p. 620; gross earnings in 1885 were $1,017,618; net, $462,273. In 1886 gross earnings were $998,169; net, $482,136; surplus over charges, $114,989. C. P. Huntington, President, New York. (V. 42, p. 243, 574; V. 43, p. 133, 163; V. 44, p. 344, 370, 620.)

Texas & Pacific.—*(See Map Missouri Pacific.)*—Eastern Division—From Texarkana to Marshall and thence to Fort Worth, 253 miles; Texarkana Junction to Whitesboro, 239 miles; Marshall to Shreveport, 40 miles; total eastern division, 532 miles. Rio Grande Division—Fort Worth to Sierra Blanco, 524 miles; Sierra Blanco to El Paso(joint track), 92 miles; Gordon Branch to coal mines, 3 miles; total Rio Grande division, 619 m. New Orleans Division—(Formerly N. O. Pacific RR.) Shreveport to N. O. and Baton Rouge Branch, 336 miles. Total of all, 1,487 miles.

The Texas & Pacific was built under act of Congress of March 3, 1871, and other acts in 1872 to '74, and the laws of Texas. This company succeeded to the right of the Memphis El Paso & Pacific Railroad and other companies. By a contract made in January, 1880, with the Pacific Railway Improvement Company, the road was extended towards El Paso on the Rio Grande, to meet the Southern Pacific of California, with $25,000 in bonds and $25,000 in stock per mile of road. The Fidelity Insurance Trust & S. D. Co. of Philadelphia is Trustee of the Rio Grande Div. mortgage. A consolidation with New Orleans Pacific, share for share, was voted in May, 1881. From the State of Texas the company received 10,240 acres of land per mile, and by building east of Fort Worth earned 4,931,702 acres, on which the income bonds are a lien, as also a 5d mortgage on the road east of Fort Worth. The lands yet unsold at the time of last report, Dec. 31, 1884, were 3,893,794 acres. The railroad lands in Texas, however, do not lie adjacent to the line of the roads owning them, but these are located in part in counties along the Rio Grande division, 1,030,611 acres being in Tom Green County, and 1,303,380 acres in El Paso County.

The terminal bonds are a first mortgage on terminal property in New Orleans and at Gouldsborough; and on the Gorden coal mines

In 1884 the company became embarrased. In Dec., 1885, L. A. Sheldon and John C. Brown were appointed receivers of the company on application of the Mo. Pacific RR. Co., a large holder of floating debt. There was much difference between the Wistar plan of reorganization and the Fleming-Olcott scheme, and the combination plan formed by the junction of the two committees was mentioned in V. 43, p. 163, 191, 218. This plan provides that the old first mortgage due 1905 shall stand, and all others shall be foreclosed. A new 5 per cent first mortgage, "A" (subject to the old morts. and Texas lien, $3,951,000 in all), shall be made for $25,000,000, and a new 5 per cent income second mortgage, "B," for $25,000,000, non-cumulative. These will be distributed to the holders of old bonds as stated in V. 43, p. 164, except that holders of Land Income bonds will take 60 per cent in the new "B" bonds in addition to the lands. The new stock will be $50,000,000 authorized, and will be issued share for share to old stockholders who pay the $10 per share cash assessment. A land company will be formed, and its stock issued to holders of the land scrip and the Income land mortgage bonds as follows: Scrip holders will receive 125 per cent for their scrip and interest to July 1, 1885. Bondholders will receive par for their bonds without any interest. A cash assessment of 1 per cent to be paid on the land company's stock to provide working capital.

No report for 1885 was issued, but the gross earnings were $5,826,-401, and the net, $1,095,619. In 1884, gross earnings were $5,918,756; net, $783,932. In 1883, gross, $7,045,652; net, $1,648,007.—(V. 42, p. 23, 61, 94, 207, 293, 464, 519, 550, 578, 604, 632, 664, 695, 729, 754, 783; V. 43, p. 12, 41, 73, 103, 125, 133, 163, 191, 218, 275, 309, 369, 399, 400, 432, 516, 672; V. 44, p. 119, 150, 276, 309, 495.)

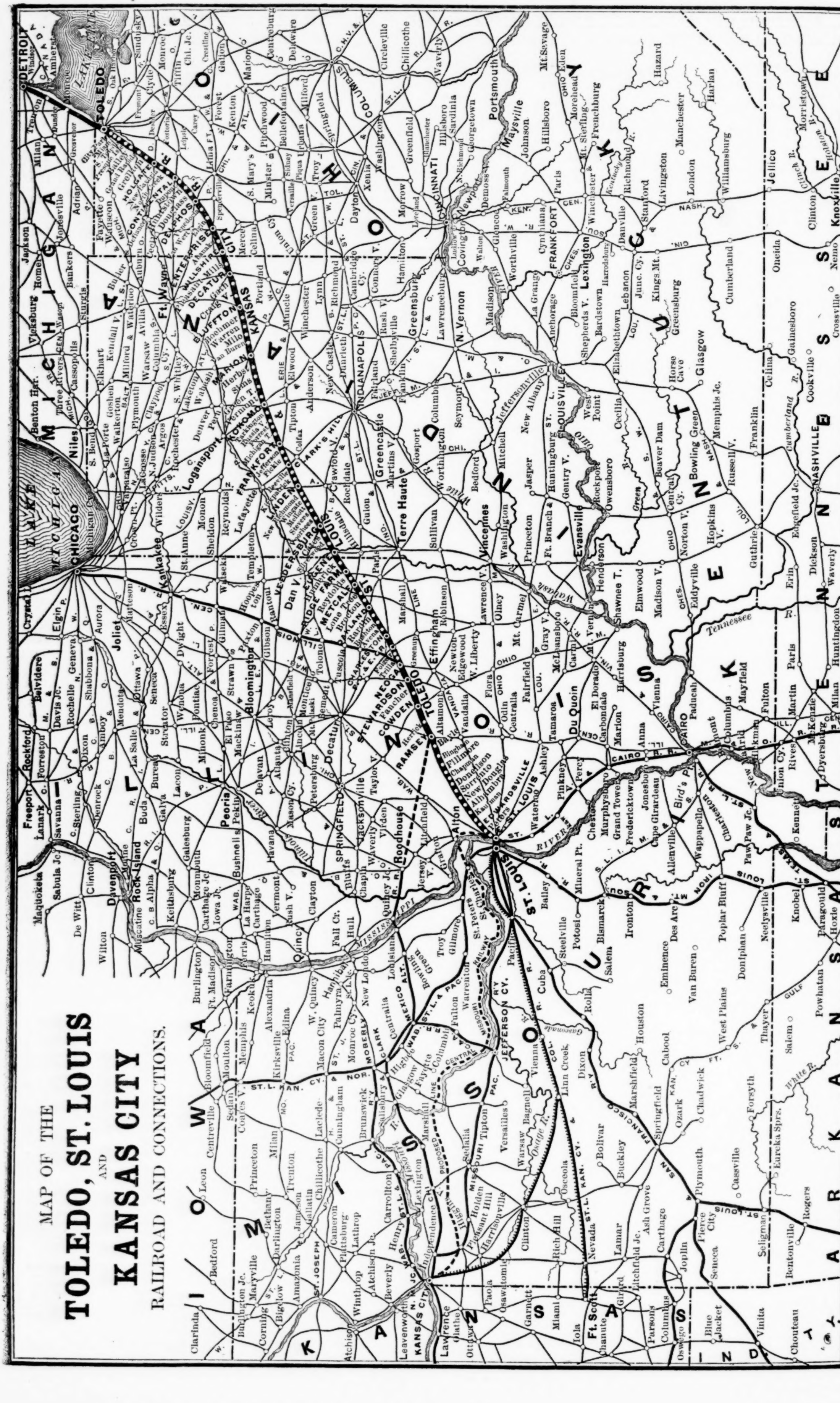
Tioga.—State line junction, N. Y., to Hoytville, Pa., 61 miles, and Blossburg, Pa., to Morris' Run, Pa., 3 miles, of which is leased Elmira State Line Railroad, State line New York to Northern Central Railway Junction, 7 miles; and Arnot & Pine Creek RR., Arnot to Hoytville, Pa., 12 miles. Controlled by N. Y. L. E. & W. Gross earnings in 1885-86, $393,454; net, $169,281; surplus over interest, rentals, &c., $96,961. The stock is $391,200 com. and $189,700 pref.

Toledo Ann Arbor & North Michigan.—*(See Map.)*—Owns from Toledo, O., to Mt. Pleasant, Mich., 171 miles, which carries the road into the heart of the lumber region of Michigan; and branches to South Lyon and Macon Stone Quarry, 10 miles; total, 182 miles. Capital stock is $4,040,000. The old first mortgage on 61 miles covers the Southern Division, formerly called the Tol. Ann Arbor & Grand Trunk Railroad. The annual report for 1886 was in V. 44, p. 584. Gross earnings were $380,251 and net $158,156; interest charge, $145,600. James M. Ashley, President, 150 Broadway, N. Y. (V. 42, p. 126, 272, 397, 548, 549; V. 43, p. 608, 635; V. 44, p. 401, 527, 584.)

Toledo Canada Southern & Detroit.—Toledo, Ohio, to Detroit (G.T. Junction), Mich., 55 miles. Road opened September 1, 1873. Operated by Canada Southern. The bonds were exchanged into Canada Southern first mortgage bonds at 70 per cent of face value.

Toledo & Ohio Central.—*(See Map Columbus Hocking Valley & Toledo).*—Owns from Toledo, O., to Corning, 184 miles, including 12 miles leased; Hadly Junction to Columbus, 29 miles, including 5 miles leased; total operated, 213 miles. This company was formed after sale in foreclosure of the Ohio Central main line on April 15, 1885. The preferred stock is $3,108,000 and common $1,592,000; the first mortgage is for $5,000,000, but no more than $3,000,000 can be issued except by consent of three-fourths of the present bondholders. The bonds have their interest guaranteed by the Columbus & Hocking Valley RR. Co., and by an agreement with that company the stock of Col. & H. V. was offered in exchange for three-fourths of the new stock of Tol. & O. C., in the proportion of one share of C. & H. V. for one of T. & O. C. preferred, and one share of C. & H. V. for two shares of T. & O., C. common; the remaining one fourth of T. & O. C. stock, together with all that acquired by C. & H. V. by the exchange, were deposited with trustees. Afterward the trustees, on the request of three-fourths of the C. H. V. & T. stockholders, divided the T. & O. C. stocks as a dividend on Nov. 17, 1885. (See agreement in V. 40, p. 597. From Jan. 1 to March, 1887, gross earnings were $242,527, against $159,588 in 1886; net, $92,016, against $45,722. The gross earnings for 1886 were $844,798; net, $241,488; surplus over interest and all charges, $70,-001. (V. 43, p. 24, 548; V. 44, p. 91, 210, 341, 466.)

Toledo Peoria & Western.—Road owned from Hanna's State line to Warsaw, Ill., 200 miles; branch, La Harpe to Iowa, Ill., 10 miles; tracks leased to Peoria and to Burlington, Ia., 17 miles; total operated 247 miles. This was formerly the Tol. Peoria & Warsaw, then the Tol. P. & Western, and as such was leased to and virtually merged in the Wabash St. Louis & Pacific. After the Wabash default in July, 1884, foreclosure proceedings were begun, and a sale was reached Oct. 29, 1886. Reorganization is in progress, and it is proposed to give to each of the old first mortgage bondholders one new $1,000 bond and 10 shares new stock; all other stocks and bonds extinguished. The total new issues will be $5,000,000 bonds and $5,000,000 stock. See V. 44, p. 309. —(V. 44, p. 435.)


MAP OF THE
TOLEDO, ST. LOUIS
AND
KANSAS CITY
RAILROAD AND CONNECTIONS.
MICHIGAN
OHIO
INDIANA
ILLINOIS
KENTUCKY
TENNESSEE
MISSOURI
IOWA
KANSAS
ARKANSAS
IND. T.
LAKE MICHIGAN
LAKE ERIE
DETROIT
TOLEDO
CHICAGO
INDIANAPOLIS
CINCINNATI
LOUISVILLE
FRANKFORT
NASHVILLE
ST. LOUIS
KANSAS CITY
CAIRO

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Toledo & Ohio Central—1st mort. gold, interest guar	196	1885	$1,000	$3,000,000	5 g.	J. & J.	N. Y., Central Trust Co.	July 1, 1935
Toledo Peoria & West.—1st M., new (for $5,000,000)	230	1887	1,000	(!)	4	....	.....	.....
Toledo St. L. & Kansas City—Stock	451	....	100	12,250,000	....	....	.....	.....
Pref. 4 per ct. coupon stock, non-cumulative	451	....	100	4,805,000	4	J. & J.	First coup due July, '88.	.....
1st mortgage, gold (redeemable on notice)	451	1886	1,000	9,000,000	6 g.	J. & D.	New York Agency.	June 1, 1916
Tonawanda Valley & Cuba—1st mort. ($500,000)	60	1881	1,000	500,000	6	M. & S.	New York Office.	Sept. 1, 1932
Troy & Boston—1st mortgage, consolidated	35	1874	1,000	1,424,000	7	J. & J.	N. Y., Nat. B'k of Com.	1924
2d consol. mortgage (for $1,000,000)	53	1878	1,000	925,000	7	A. & O.	do do	1903
Tyrone & Clearfield—Stock	64	....	....	1,000,000	2½	J. & D.	Phila., 233 South 4th.	June, 1887
1st mortgage	....	....	1,000	1,000,000	5	J. & J.	.....	.....
Ulster & Delaware—1st mortgage	74	1875	1,000	200,000	7	J. & J.	Rondout, Co.'s Office.	July 1, 1905
2d mortgage income bonds	....	1875	100 &c.	1,400,000	7	F. & A.	New York.	July 1, 1905
United N. J. RR. & Canal Companies—Stock	429	....	100	21,342,400	2½	Q.—J.	Phila. and N. Y. Offices.	April 10, 1887
Gold bonds	....	1883	1,000	1,342,000	4	F. & A.	Philadelphia Office.	Feb. 1, 1923
General mortg., gold and currency, coup	238	1873	1,000	5,669,000	6 g.	M. & S.	do do	Mch. 1, 1901
United Co.'s mortgage, sinking fund, registered	....	1871	....	2,000,000	6	A. & O.	Phila., Pennsylv'a RR.	Oct. 1, 1894
do sterling loan mortgage, sinking fund	....	1871	....	1,846,000	6 g.	M. & S.	London.	Mch. 1, 1894
do do do do do	....	1871	....	1,800,000	6 g.	M. & S.	do	Mch. 1, 1894
do dollar loan, mortgage	....	1871	....	154,000	6	F. & A.	Phila., Penn. RR. Office.	Feb. 1, 1888
do gold loan, reg	....	1878	....	841,000	6 g.	M. & S.	do	Sept. 1, 1908
Joint Co.'s plain bonds	....	1854	....	866,000	6	J. & D.	Princeton, N. J.	Jan. 1, 1889
do consol. mort. (sink'g fund after 1880)	....	1862	....	5,000,000	6	M. & N.	Philadelphia Office.	Nov. 1, 1889
N. J. RR. & T. Co., 3d loan due State of N. J.	....	1868	....	100,000	6	A. & O.	N. Y., B'k of Commerce.	Overdue.
Union Pacific—Stock	4,594	....	100	60,868,500	1¾	Q.—J.	New York and Boston.	April 1, 188
1st mortgage, gold, on road and equipment	1,038	1866-9	1,000	27,229,000	6 g.	J. & J.	do do	1896 to 1899
2d mortgage currency (Government subsidy)	1,038	1866-9	1,000	27,236,512	6	J. & J.	U.S. Treas., at maturity.	1896 to 1899
3d do on road (2d on land), sinking fund	1,038	1874	....	14,483,000	8	M. & S.	New York and Boston.	Sept. 1, 1893
Land grant bonds	....	1867-9	1,000	2,706,000	7	A. & O.	do do	1887-'89
Omaha bridge bds, st'g, (s.f. about $65,000 yrly)	....	1871	£200	1,621,000	8 g.	A. & O.	London & New York.	April, 1896
Collateral Trust bonds	....	1879	1,000	4,541,000	6	J. & J.	N. Y., Union Trust Co.	July 1, 190
Collateral trust bonds of 1883, gold	....	1883	1,000	4,567,000	5	J. & D.	Boston, N. Engl'd Tr.Co.	Dec. 1, 1907
Kans. Pac., cons. M.,g.(for $30,000,000),ep.or rg.	....	1879	1,000	14,905,005	6 g.	M. & N.	N. Y., 40 Wall Street.	May 1, 1919
do 1st M., g, ep., on 140m. west Mo. Riv.	140	1865	1,000	2,240,000	6 g.	F. & A.	do do	Aug. 1, 1895

Toledo St. Louis & Kansas City.—(*See Map.*)—From Toledo to St. Louis, 451 miles. This company was formed June 12, 1886, by consolidation, and it took all the main line of the Toledo Cin. & St. Louis narrow gauge road, foreclosed Dec. 30, 1885. The present common stock and the first mortgage bonds were issued for the purchase of the property, payment of receiver's liabilities, broadening the gauge, &c., &c., and $1,000 per mile of said mortgage bonds were reserved for obtaining standard gauge equipment. Provision has been made for the payment of interest for two years. See full statement as to this company in V. 43, p. 74.

The status of the Tol. Cin. & St. Louis from time to time was given in the SUPPLEMENT up to June, 1886. The only stock or bond holders of the Tol. Cin. & St. Louis who received anything for their holdings were the first mortgage men, who took 150 in new pref. stock for Tol. Delphos & B. firsts and 100 in new pref. stock for St. Louis Division firsts. See circular in V. 43, p. 432. (V. 42, p. 23, 207, 366, 397, 431, 550, 721, 755; V. 43, p. 73, 369, 432, 580, 634; V. 44, p. 459, 499.)

Tonawanda Valley & Cuba.—Owns from Attica, N. Y. to Cuba, N. Y., 60 miles. Stock $587,100. $113,000 of 1st mort. bonds were reserved to redeem same amount of 6 per cent bonds due 1910. Mr. Bird W. Spencer was appointed receiver in 1884 and reorganization is pending. Gross earnings in 1885-86 (8 mos.) $10,624; deficit, $3,195. Gross in 1884-85, $18,694; def., $5,073; other receipts, $2,929; net deficit, $2,143. (V. 42, p. 23; V. 44, p. 235.)

Troy & Boston.—Owns from Troy, N. Y., to Vermont State line, 35 miles; leased: Southern Vermont 5 miles; Troy & Bennington, 5 miles; Vermont State line to North Adams, 6 miles; total operated, 53 miles. Stock, $1,645,600. In addition to the above bonds there were outstanding Sept. 30, 1886, several smaller issues of bonds amounting to $306,500. In January, 1887, an agreement of consolidation was made with the Fitchburg of which the terms were given in V. 44, p. 544. Earnings for three years past were: In 1883-84, gross, $483,561; net, $192,539; in 1884-85, gross, $420,743; net, $192,724; in 1885-86, gross, $475,206; net, $230,989. (V. 44, p. 59, 91, 119, 309, 421, 527,544, 551.)

Tyrone & Clearfield.—East Tyrone Pa., to Curwensville, Pa., 44 miles; branches, 20 miles; total, 64 miles. This company was organized April 1, 1867, after sale in foreclosure. It was leased to the Pennsylvania Railroad in 1878 and new lease for 50 years made in 1882. Gross earnings in 1885, $551,000; net, $121,344. Gross in 1886, $484,142; net, $155,830. J. N. Du Barry, President, Philadelphia, Pa.

Ulster & Delaware.—Owns from Rondout (Hudson River), N. Y.; to Stamford, N. Y., 74 miles; branch to Hobart, leased, 4 miles; total, 78 miles. This was the Rondout & Oswego in 1876, reorganized May 28, 1872, as New York Kingston & Syracuse, and again after foreclosure, May 1, 1875, as Ulster & Delaware. The stock is $1,152,100. There are also $50,000 real estate mortg. bonds. In 1884-85 the gross earnings were $325,837; net earnings $120,527. In 1885-86, gross, $339,566; net, $140,171. Thomas Cornell is President, Rondout, N. Y.

United New Jersey Railroad & Canal Co.—LINES OF ROAD.—New York to Philadelphia and branches, 135 miles; Camden to Amboy and branches, 226 miles; Trenton to Manunka Chunk and branches, 81 miles; total operated, 443 miles. Delaware & Raritan Canal, 66 miles.

This company was formed by a consolidation in 1867 of the Delaware & Raritan Canal Company, the Camden & Amboy Railroad, and the New Jersey Railroad & Transportation Company. The United New Jersey Railroad & Canal Companies were leased in May, 1871, to the Pennsylvania Railroad for 999 years, at a rental of 10 per cent on the stock, besides interest on bonds. The smaller leased roads were taken with their several contracts. The lease has not been directly profitable in cash receipts to the Pennsylvania Railroad, and the net loss in 1879 was $939,889; in 1880, $1,035,308; in 1881, $302,864; in 1882, $568,759; in 1883, $635,914; in 1884, $593,536; in 1885, $159,496; in 1886, $179,016; but the connection with New York was indispensable. Operations and earnings are included in the Pennsylvania RR. report.

Union Pacific Railway.—(*See Map.*)—LINES OF ROAD.—Main line—Council Bluffs to Ogden and branches, 1,049 miles; other branches—Kansas City to Denver, 643; Denver to Cheyenne, 106; Leavenworth to Lawrence, 34; total owned, 1,832 miles; controlled and operated in the Union Pacific system January, 1887—Omaha & Repub. Valley RR., 284 miles; Omaha N. & Black Hills RR., 115; Colorado Central RR., 32; Echo & Park City RR., 32; Utah & Northern RR., 466; Lawrence & Emporia RR., 31; Junction City & Ft. Kearney, 88; Solomon RR., 57; Salina & Southw'n, 35; Kan. Cen., 167; Den. & Boulder Valley., 27; Golden Boulder & Car., 5; Oregon Short Line and branch, 611; Greeley Salt Lake & Pacific, 54; Denver South Park & Pacific, 322; Salt Lake & Western, 57; Georgetown Breckenridge & Leadville, 8 miles; Montana Railway, 9 miles; Denver & Middle Park, 4 miles; Denver Marshall & Boulder, 27 miles; Laramie No. Park & Pac., 14 miles; Manhattan & Blue Valley, 54 miles; Marysville & Blue Valley, 13 miles; Salina Lincoln & Western, 35 miles; total thus controlled, 2,762 miles; total operated in the U. P. system Jan. 1, 1887, 4,594 miles.

The Central Branch Union Pacific and leased lines (388 miles) are operated by the Missouri Pacific under an agreement with Union Pacific for twenty-five years from 1885, and not included in the mileage operated by Union Pacific. The U. P. also has large interests in the St. Jos. & West. RR., 251 miles; the Utah Central, 280 m.; Leavenworth Topeka & S. W., 47 m.; Manhattan Alma & Burlingame, 56 m. and Nevada Central, 93 m.; total, 738 miles, all of which are operated separately.

In 1886 a lease of the Oregon Railway & Navigation Company to the Oregon Short Line, guaranteed by Union Pacific was negotiated.

ORGANIZATION, &C.—This company, the Union Pacific *Railway*, was formed by a consolidation, Jan. 24, 1880, of the Union Pacific RR. and the Kansas Pac. and Denver Pac., made under authority of the acts of Congress of July 1, 1862 and July 2, 1864. The Union Pac. RR. was chartered by Act of Congress of July 1, 1862, which gave the company a land grant of 12,800 acres per mile, estimated at a total of 12,083,227 acres, and a subsidy in U. S. bonds of $27,236,512 on 1,033 miles of road.

The Kansas Pacific was organized as "Leavenworth Pawnee & Western" in 1861; then changed to "Union Pacific, Eastern Division." June 6, 1863, and to "Kansas Pacific" on March 3, 1869. The Pacific Railroad acts of 1862 and 1864 applied to this road, and gave it a subsidy of $6,303,000 and a land grant of about 6,000,000 acres.

The Denver Pacific—Denver to Cheyenne, 106 miles—was built under the charter of the Union Pacific, E. D. (Kansas Pacific).

As to the debt of the Pacific railroads to the United States Government a decision of the U. S. Supreme Court settled the point that the payment of interest on the loans was not obligatory on the companies till the principal of the bonds became due. Afterwards Congress passed the Thurman Act, May 7, 1878, which, for the Union Pacific, provided that 25 per cent of the net earnings, after deducting interest on the first mortgage bonds and construction and equipment expenditures, should be paid annually to the Government as follows: First—Applied directly to interest account, one-half of Government earnings and 5 per cent of net earnings, after deducting interest on first mortgage bonds. Second—To be placed in the sinking fund—the other half of the Government earnings and so much of $850,000 as may be necessary to make all the payments by the company equal 25 per cent of its net earnings. On Dec. 31, 1886, this sink. fund invested in U. S. bonds (par value) was $5,526,100, and the premium paid on bonds and cash uninvested was $1,395,708; total, $6,921,809.

STOCK AND BONDS.—The capital stock issued and outstanding is $60,868,500, having been increased about $10,000,000 since the consolidation in 1880. Dividends since 1879 have been as follows: in 1880, 6 per cent; in 1881, 6¾; in 1882, 7; in 1883, 7; in 1884, 3½; none since.

The yearly range in prices of the stock has been—In 1880, 89@113¾; in 1881, 105½@131¾; in 1882, 98¼@119¾; in 1883, 70⅛@104¾; in 1884, 28@84⅝; in 1885, 41@62¾; in 1886, 44¼@68¼; in 1887 to May 20, 53⅞@58¾.

Of the Union Pacific collateral trust bonds, the first issue is limited to 80 per cent of the following bonds: Omaha & Republican Valley RR., $1,047,000; Colorado Central Railroad bonds, $2,105,000; Utah Northern Railroad, $2,387,000; total, $5,529,000. The collateral trust bonds of 1883 are secured by the following bonds: Colorado Central RR. $1,397,000; Utah & Northern RR. $2,231,000; Omaha & Rep. Valley RR. $684,000; Utah Southern RR. extension $93,000; Denver So. Park & Pac., $1,799,000; total, $6,204,000.

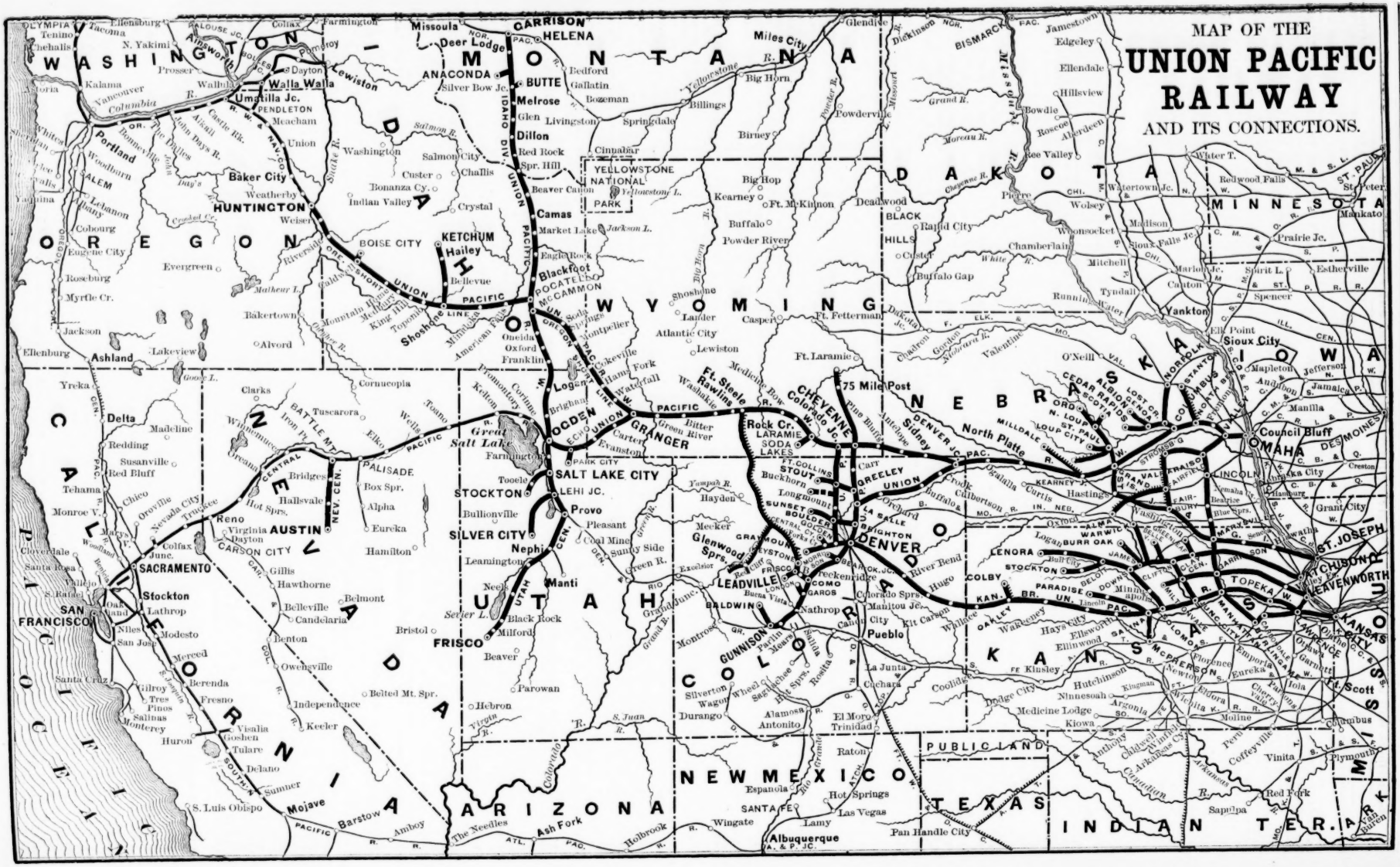
The outstanding bonds of Kansas Pacific above are given less the amounts of each class held by the trustees of the general mort. The consol. mortg. trustees are Jay Gould and Russell Sage, and they held in trust on Jan. 1, 1887, the following bonds of the Kansas Pacific, making $6,749,150 in all, viz.: Leavenworth Branch, $587,000; income (unsubordinated) bonds, $217,750; income (subordinated) bonds, $3,948,400; Cheyenne Branch Den. Pac. bonds, $2,051,000. They also held $1,997,500 of the stocks and $3,160,000 of the bonds of other companies controlled by the Union Pacific.

LAND GRANT.—The proceeds of land sales on the Union Pacific main line are applicable to the principal of the land grant bonds, and after that to the sinking fund mortgage 8 per cent bonds. On the Kansas Pacific the cash income from land is applied to the general mortgage. On Dec. 31 '86, the company had in cash from the Un. Pacific grant the sum of $4,912,206, and in land contracts $9,095,341, which sums are applicable first to the payment of the land grant bonds, and then to the payment of the 8 per cent sinking fund bonds due in 1893. On Jan 1, 1887, the U. Pac. lands unsold were 3,175,507 acres, estimated at $2,395,507; the K. P. lands unsold, 3,883,700 acres, estimated at $11,608,763.

The sales in 1883, 1884, 1885 and 1886 were as follows:

Union Pacific—	1884.	1885.	1886.
Acres sold	4,321,043	743,704	146,189
Amount	$6,517,773	$1,223,227	$179,103
Average price	$1 52	$1 65	$1 22
Kan. Pacific—			
Acres sold	452,566	690,294	225,623
Amount	$1,917,876	$2,917,159	$1,049,122
Average price	$4 21½	$4 08	$4 68
Total—			
Acres sold	4,773,609	1,433,999	1,571,812
Amount	$8,435,649	$4,040,387	$1,228,225

The Kansas Pacific lands, from the 380th mile westward, are covered first by the Denver Division mortgage, and all the lands of the Kan. Pac. by the consol. mortgage.


MAP OF THE
UNION PACIFIC RAILWAY
AND ITS CONNECTIONS.
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
NEVADA
UTAH
COLORADO
CALIFORNIA
ARIZONA
NEW MEXICO
DAKOTA
NEBRASKA
KANSAS
MINNESOTA
IOWA
MISSOURI
TEXAS
INDIAN TER.
PACIFIC OCEAN
PUBLIC LAND
YELLOWSTONE NATIONAL PARK
Portland
Walla Walla
Umatilla Jc.
PENDLETON
Baker City
HUNTINGTON
BOISE CITY
KETCHUM
Hailey
Shoshone
Blackfoot
POCATELLO
McCAMMON
CARRISON
HELENA
BUTTE
Melrose
Dillon
ANACONDA
Deer Lodge
Missoula
Miles City
Glendive
BISMARCK
Jamestown
Edgeley
Ellendale
Hillsview
Bowdie
Aberdeen
Roscoe
Ree Valley
Pierre
Watertown Jc.
Redwood Falls
St. Peter
Mankato
Madison
Sioux Falls Jc.
Prairie Jc.
Spirit L.
Estherville
Canton
Spencer
Yankton
Elk Point
Sioux City
Mapleton
Jefferson
Manilla
Council Bluff
OMAHA
DES MOINES
Creston
Grant City
ST. JOSEPH
CHICAGO
Deadwood
BLACK HILLS
Rapid City
Chamberlain
Mitchell
Buffalo Gap
Woonsocket
Running Water
Tyndall
Dakota Jc.
Ft. Pierre
Ft. McKinnon
Kearney
Big Hop
Buffalo
Powder River
Big Horn
Billings
Livingston
Bozeman
Springdale
Cinnabar
Gallatin
Bedford
Big Timber
Birney
Powderville
Ft. Fetterman
Casper
Lander
Shoshone
Atlantic City
Lewiston
Ft. Laramie
Ft. Steele
Rawlins
Green River
Bitter Creek
Rock Cr.
LARAMIE
SODA LAKES
CHEYENNE
Colorado Jc.
75 Mile Post
Sidney
DENVER
Denver Jc.
North Platte
Julesburg
Ogallala
Kearney Jc.
Hastings
Crete
Lincoln
Nemaha
Beatrice
Blue Springs
Grand Island
Wood River
Kearney
Central City
Silver Creek
Columbus
Norfolk
Lost Creek
Cedar Rapids
Scotia
Ord
Loup City
Milldale
Strouds
Fairbury
Wymore
Marysville
Seneca
Irving
Wamego
Topeka
Lawrence
Kansas City
Leavenworth
Atchison
Ft. Scott
Columbus
Parsons
Oswego
Coffeyville
Vinita
Plymouth
Red Fork
Sapulpa
Muskogee
Ft. Gibson
Webbers Falls
Ft. Smith
Van Buren
Ogden
Great Salt Lake
Farmington
Bountiful
Kaysville
Clearfield
Layton
Centerville
Woods Cross
Salt Lake City
Park City
Tooele
Lehi Jc.
Provo
Pleasant
Coal Mine
Sunny Side
Green R.
Hayden
Yampa R.
Meeker
Glenwood Springs
Grand Junction
Gunnison
Montrose
Silverton
Durango
Wagon Wheel Gap
Alamosa
Antonito
El Moro
Trinidad
La Junta
Cuchara
Rocky Ford
Manitou
Colorado Springs
Pueblo
Kit Carson
Cheyenne Wells
Hugo
Limon
Colby
Oakley
Wallace
Wakeeney
Hays City
Ellsworth
Ellinwood
Great Bend
Kinsley
Dodge City
Hutchinson
Kingman
Arkansas City
Winfield
Wichita
Eldora
Florence
Eureka
Emporia
Ottawa
Garnett
Olathe
Lawrence
Topeka
Silver City
Nephi
Leamington
Manti
Gunnison
Crested Butte
Gothic
Irwin
Ohio City
Baldwin
Buena Vista
Leadville
Frisco
Breckenridge
Dillon
Red Rock
Spr. Hill
Beaver Canon
Camas
Market Lake
Jackson L.
Yellowstone L.
Cinnabar
Livingston
Springdale
Big Timber
Billings
Big Horn
Powder R.
Missouri R.
Yellowstone R.
Grand R.
Moreau R.
Cheyenne R.
Big Horn R.
Green R.
Bear R.
Weber R.
Jordan R.
Provo R.
Utah L.
Sevier L.
Mono L.
Owens L.
Searles L.
Mohave R.
Colorado R.
Virgin R.
Humboldt R.
Truckee R.
Carson R.
Walker L.
Pyramid L.
Winnemucca L.
Humboldt Mts.
Toiyabe Mts.
Toquima Mts.
Monitor Mts.
Shoshone Mts.
Reese R.
Owyhee R.
Malheur L.
Harney L.
Malheur R.
Boise R.
Payette R.
Weiser R.
Snake R.
Salmon R.
Clearwater R.
Palouse R.
Columbia R.
Willamette R.
Deschutes R.
John Days R.
Umatilla R.
Grande Ronde R.
Powder R.
Burnt R.
Owyhee R.
Malheur R.
Harney L.
Alvord
Bakertown
Jackson
Ashland
Lakeview
Ellenburg
Yreka
Clarks
Cornucopia
Delta
Madeline
Redding
Susanville
Red Bluff
Tehama
Chico
Oroville
Monroe V.
Cloverdale
Santa Rosa
Vallejo
Rafael
SAN FRANCISCO
Oakland
Niles
San Jose
Stockton
Lathrop
Modesto
Merced
Berenda
Fresno
Pinos
Salinas
Monterey
Santa Cruz
Gilroy
Tres Pinos
Huron
Visalia
Goshen
Tulare
Delano
Summer
S. Luis Obispo
Mojave
Barstow
Amboy
The Needles
Ash Fork
Holbrook
Albuquerque
A. & P. Jc.
Wingate
Lamy
SANTA FE
Espanola
Hot Springs
Las Vegas
Raton
Pan Handle City
Coolidge
Hebron
Parowan
Milford
Black Rock
Belted Mt. Spr.
Independence
Keeler
Owensville
Benton
Belmont
Belleville
Candelaria
Hawthorne
Gillis
Colfax
Junc.
Virginia
Dayton
Reno
Hot Spgs.
Hallsvale
Bridges
Box Spr.
Alpha
Eureka
Hamilton
Palisade
Battle Mt.
Tuscarora
Iron Pt.
Wells
Toano
Elko
Corinne
Promontory
Kelton
Brigham
Logan
Ogden
Echo
Coalville
Hams Fork
Waterfall
Washakie
Green River
Medicine Bow R.
Antelope
Blue Buttes
Buffalo
Crook
Orchard
Julesburg
Ogallala
Big Spring
Roscoe
Sweetwater
Rock Ridge
Cheyenne
Colorado Jc.
Laramie
Soda Lakes
Ft. Collins
Stout
Buckhorn
Longmount
Golden
Sunset
Boulder
Central City
Idaho Springs
Georgetown
Empire
Graymont
Glenwood Springs
Aspen
Frisco
Leadville
Buena Vista
Baldwin
Gunnison
Crested Butte
Gothic
Irwin
Ohio City
Montrose
Silverton
Durango
Wagon Wheel Gap
Alamosa
Antonito
El Moro
Trinidad
La Junta
Cuchara
Rocky Ford
Manitou
Colorado Springs
Pueblo
Kit Carson
Cheyenne Wells
Hugo
Limon
Colby
Oakley
Wallace
Wakeeney
Hays City
Ellsworth
Ellinwood
Great Bend
Kinsley
Dodge City
Hutchinson
Kingman
Arkansas City
Winfield
Wichita
Eldora
Florence
Eureka
Emporia
Ottawa
Garnett
Olathe
Lawrence
Topeka
Silver City
Nephi
Leamington
Manti
Gunnison
Crested Butte
Gothic
Irwin
Ohio City
Baldwin
Buena Vista
Leadville
Frisco
Breckenridge
Dillon
Red Rock
Spr. Hill
Beaver Canon
Camas
Market Lake
Jackson L.
Yellowstone L.
Cinnabar
Livingston
Springdale
Big Timber
Billings
Big Horn
Powder R.
Missouri R.
Yellowstone R.
Grand R.
Moreau R.
Cheyenne R.
Big Horn R.
Green R.
Bear R.
Weber R.
Jordan R.
Provo R.
Utah L.
Sevier L.
Mono L.
Owens L.
Searles L.
Mohave R.
Colorado R.
Virgin R.
Humboldt R.
Truckee R.
Carson R.
Walker L.
Pyramid L.
Winnemucca L.
Humboldt Mts.
Toiyabe Mts.
Toquima Mts.
Monitor Mts.
Shoshone Mts.
Reese R.
Owyhee R.
Malheur L.
Harney L.
Malheur R.
Boise R.
Payette R.
Weiser R.
Snake R.
Salmon R.
Clearwater R.
Palouse R.
Columbia R.
Willamette R.
Deschutes R.
John Days R.
Umatilla R.
Grande Ronde R.
Powder R.
Burnt R.
Owyhee R.
Malheur R.
Harney L.
Alvord
Bakertown
Jackson
Ashland
Lakeview
Ellenburg
Yreka
Clarks
Cornucopia
Delta
Madeline
Redding
Susanville
Red Bluff
Tehama
Chico
Oroville
Monroe V.
Cloverdale
Santa Rosa
Vallejo
Rafael
SAN FRANCISCO
Oakland
Niles
San Jose
Stockton
Lathrop
Modesto
Merced
Berenda
Fresno
Pinos
Salinas
Monterey
Santa Cruz
Gilroy
Tres Pinos
Huron
Visalia
Goshen
Tulare
Delano
Summer
S. Luis Obispo
Mojave
Barstow
Amboy
The Needles
Ash Fork
Holbrook
Albuquerque
A. & P. Jc.
Wingate
Lamy
SANTA FE
Espanola
Hot Springs
Las Vegas
Raton
Pan Handle City
Coolidge
Hebron
Parowan
Milford
Black Rock
Belted Mt. Spr.
Independence
Keeler
Owensville
Benton
Belmont
Belleville
Candelaria
Hawthorne
Gillis
Colfax
Junc.
Virginia
Dayton
Reno
Hot Spgs.
Hallsvale
Bridges
Box Spr.
Alpha
Eureka
Hamilton
Palisade
Battle Mt.
Tuscarora
Iron Pt.
Wells
Toano
Elko
Corinne
Promontory
Kelton
Brigham
Logan
Ogden
Echo
Coalville
Hams Fork
Waterfall
Washakie
Green River
Medicine Bow R.
Antelope
Blue Buttes
Buffalo
Crook
Orchard
Julesburg
Ogallala
Big Spring
Roscoe
Sweetwater
Rock Ridge
Cheyenne
Colorado Jc.
Laramie
Soda Lakes
Ft. Collins
Stout
Buckhorn
Longmount
Golden
Sunset
Boulder
Central City
Idaho Springs
Georgetown
Empire
Graymont
Glenwood Springs
Aspen
Frisco
Leadville
Buena Vista
Baldwin
Gunnison
Crested Butte
Gothic
Irwin
Ohio City

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds.	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Princ'pal, When Due. *Stocks*—Last Dividend.
Union Pacific—(Continued)—								
Kansas Pac., 1st mort., gold, 140th to 393d mile.	253	1866	$1,000	$4,063,000	6 g.	J. & D.	New York, 40 Wall St.	June 1, 1896
do 2d M.(to U.S.Gov.) on 394m.W. Mo.R.	394	1865-7	....	6,303,000	6	....	.....	1895 to '97
do 1st,394th to 639th m., l.g., 3,000,000 acs	245	1869	1,000	6,258,000	6 g.	M. & N.	N. Y., Lond. & Frankf't.	Sept. 1, 1899
do 1st mort., coup., (Leavenworth Br.)..	34	1866	1,000	18,000	7	M. & N.	New York, 40 Wall St.	Jan 1, 1896
do Income bds, coup., 3d M.on 427 miles	427	1866	50 &c.	109,200	7	M. & S.	N. Y., Bk. of Commerce	July 1, 1916
***Utah Central*—Stock**	280	....	100	4,225,000	1	Q.—J.	New York, 40 Wall St.	Oct., 1884.
1st mortgage, gold	36½	1870	1,000	1,000,000	6 g.	J. & J.	do do	Jan. 1, 1890
Utah Southern, general mortg. (for $1,950,000)..	105	1879	1,000	1,950,000	7	J. & J.	do do	July 1, 1909
Utah South. Exten., 1st M., Juab to Frisco.....	138	1879	1,000	1,950,000	7	J. & J.	do do	July 1, 1909
***Utah & Nevada*—Stock**	37	....	....	555,860	1½	....	.....	In 1886
***Utah & Northern.*—1st mortgage**	462	1878	1,000	5,543,000	7	J. & J.	New York, 40 Wall St.	July 1, 1908
***Utica & Black River*—Stock**	180	....	100	2,223,000	4¼	M. & S.	N. Y., R. W. & O. Co.	Feb., 1887
Mortgage bonds	87	1871	....	1,107,000	7	J. & J.	N. Y. Cent. Trust Co.	Jan. 1, 1891
Black River & Morristown, 1st mortgage.	36	1874	500 &c.	500,000	7	J. & J.	do do	Jan. 1, 1894
Clayton & Theresa, 1st mortgage, guaranteed	16	....	....	200,000	7	J. & J.	do do	July 1, 1898
Ogdensburg & Morristown, 1st mortgage.....	10	1883	1,000	143,000	5	J. & J.	do do	Jan. 1, 1891
***Utica Chenango & Susquehanna Valley*—Stock**	98	....	100	4,000,000	3	M. & N.	N. Y., D. L. & W. RR.	Nov. 1, 1886
***Utica Clinton & Binghamton*—1st mortgage**.....	31	'66-'72	500 &c.	790,000	6 & 7	J. & J.	N. Y., Cont. Nat. Bank.	1886 & 1890
***Valley (N. Y.)*—Stock**	12	....	....	750,000	5	....	N. Y.. D. L. & W.	During 1886
1st mortgage	12	1881	....	400,000	5	F. & A.	do do	Aug. 1, 1911
***Valley (Ohio)*—1st mortgage, Clev. to Canton**.....	59	1879	100, &c.	1,600,000	7	J. & D.	New York, Cent. Tr. Co.	June 15, 1906
Consol. mortgage gold (for $4,000,000).....	76	1881	1,000	1,703,000	6	M. & S.	do do	Sept. 1, 1921
***Valley (Va.)*—1st mortgage**	113	1881	1,000	750,000	6	A. & O.	Balt. and New York.	Oct. 1, 1921
***Vermont & Massachusetts*—Stock**	59	....	100	3,193,000	3	A. & O.	Boston, Office.	April 7, 1857
Bonds of 1883 (guaranteed by Fitchburg RR.)...	....	1883	....	1,000,000	5	M. & N.	Boston, Fitchburg RR.	May 1, 1903
***Vermont Valley of* 1871—Stock**	50	....	50	1,000,000	3	J. & J.	Bellows Falls.	Jan. 1, 1887
1st mortgage	24	1880	1,000	800,000	5	A. & O.	Bost., Safe Dep. & Tr.Co	Oct. 1, 1910

OPERATIONS, FINANCES, &c.—The Union Pacific has made large earnings and until 1883 and 1884 operated its road at a low percentage of expenses. The competition and reduction of rates by building of new lines was the main cause for the decline in earnings. The company has extended rapidly and built and acquired much new mileage, of which the Utah Northern and Oregon Short Line are two of the most important branches.

For three months from Jan. 1, 1887, gross earnings were $5,984,632, against $4,890,003; net, $1,969,730, against $1,436,078.

The annual report for 1886 was in the CHRONICLE, V. 44, p. 432, 436, and the following figures were given for the whole sytem operated:

FISCAL RESULTS.

	1884.	1885.	1886.
Miles operated Dec. 31.....	4,476	4,519	4,594
Earnings from—	$	$	$
Passengers.....	6,070,897	5,809,013	6,096 237
Freight.....	17,092,927	18,193,255	18,588,744
Mail, express and miscellaneous...	2,493,166	1,9-2,899	1,918,815
Total earnings.....	25,657.290	25,925,172	26.603,796
Operating expenses and taxes.....	14,868,115	16,157,721	17,608,619
Net earnings.....	10,789,175	9,767,451	8,995,177
Per cent of earnings to expenses...	57·95	62·32	65·19

* Not including company's freight.

INCOME ACCOUNT.

	1884.	1885.	1886.
Receipts—	$	$	$
Net earnings.....	10,789,175	9,687,441	8,995,179
Income from inve-tments.....	406,416	1,382,811	890,020
Miscellaneous land sales.....	7,455	10,335	13 015
Investments, premiums, &c.....	66,474	.....	670,341
Received from trustees K. P. con. mort. on account of interest.....	219,416	207,110	1,113,600
Profit and loss.....	.....	.....	101,927
Total income.....	11,518,936	11,287,697	11,784,082
Expenditures—			
Interest on bonds.....	5,397,070	5,336,267	5,197,731
Discount and interest.....	366,077	356,138	67,224
Losses on invest., prem., &c.....	.....	93,945	.....
Sinking fund, company's bonds.....	591,540	593,605	591,965
Interest—auxiliary lines.....	1,213,036	1,191,010	1,298,399
Land taxes, &c., Union Div.....	84,839	39,920	62,640
Loss on Leav. Top. & S. RR.....	.....	21,579	11,722
Total expenditure.....	7,652,562	7,632,464	7,229,681
Surplus income.....	3,866,374	3,655,233	4,554,401
Less—U. S. requirements.....	1,187,110	1,184,053	808,033
Total surplus income.....	2,679,264	2,471,180	3,746,368

* The difference ($80,010) between these figures and the net earnings as given above is accounted for by deductions made this year to allow proper comparisons.

A comparison of the condensed balance sheet for three years is as follows:

GENERAL BALANCE AT CLOSE OF EACH YEAR.

	1884.	1885.	1886.
Assets—	$	$	$
Road, equipment, &c.....	158,918,607	159,298,919	161.283.688
Stocks and bonds owned, cost..	37,490,325	39,231,527	35,529.187
Miscellaneous investments.....	620.640	680,891	755,750
Advances.....	4,797,936	3,415,280	5,697,670
Materials, fuel, &c.....	1,220,612	1,683,432	2,889,218
Cash and cash resources.....	.....	.....	1,351,190
Denver Extension sink'g fund,	407,000	522,480	638,639
Trust 5 per cent sinking fund..	.....	70,440	68,848
Bonds and stocks held in trust.	3,215,200	3,215,250	3,217,250
Land department assets.....	15,654 203	18,159,290	18,599,519
Total.....	222,333,523	226,279,509	230,030,959
Liabilities—			
Stock.....	60,868,500	60,868,500	60,868,500
Funded debt.....	84,173,285	81,937,682	81,969.127
United States subsidy bonds...	33,539,512	33,539,512	33.539,512
Accrued int. on subsidy bonds.	15,324,738	15,167,214	15,670,753
Floating debt.....	3,237,697	†1,861,445	.....
Interest accrued not due	788,671	774,104	758,493
General income (profit and loss)	†7,837,350	†10,493,234	13,827,456
ncome used for sinking fund..	2,383,029	2,976,634	3,568,599
Land and trust income.....	14,180,742	18,641,134	19,828,519
Total liabilities.....	222,333,523	226,279,509	230,030,959

† After deducting deficit of U S. requirements, as compared with accrued interest on U. S. bonds Feb. 1, 1880, to date.

‡ Not including 916,704 due to U. S. under Thurman Act, paid April 16, 1885

—(V. 42, p. 61, 148, 157, 187, 217, 305, 339, 350, 410, **429**, **432**, 431, 488, 519, 537, 576, 601, 721, 783; V. 43, p. 50, 134, 192, 245, 275, 309, 353, **366**, 548, 608, 672, 738; V. 44, p. 22, 23, 60, 118, 149, 212, 344, 413, **432**, 435, **436**, 586, 621.)

Utah Central—(*See map Un. Pacific*)—From Ogden, Utah, to Frisco, 280 miles. A consolidation July 1, 1881, of the Utah Central, Utah Southern and Utah Southern Extension. In 1883, gross, $1,174,737; net, $756,212. In 1884 gross earnings were $1,038,938; net, $478,333. For 1885 gross earnings were $742,240; net, $287,853; fixed charges, $340,924; deficit, $53,071. In 1866, gross, 771,800; net, $312,965; charges, $355,996; deficit, $43,031.

Utah & Nevada.—Owns from Salt Lake City, U. T., to Terminus U. T., 37 miles. The Utah Western made default January 1, 1878, and the road was held by trustees for the bondholders, and was foreclosed Nov. 3, 1880, and this company organized. Gross earnings in 1885, $58,588; net, $30.011. Gross earnings in 1886, $83,420; net, $40,750.

Utah & Northern—(*See map Union Pacific*)—From Ogden, Utah, to Garrison, and the line of Northern Pacific, with branches to Butte City and Anaconda Mines; total, 466 miles. This road forms a connection between the Northern Pacific at Garrison, Montana, and the Union Pacific at Ogden. Stock $5,543,000, and 6 per cent dividend paid in 1884, and 1 per cent Jan, 1885. The road was built by Union Pacific, which owns $4,816,400 stock and $4,968,000 bonds. For the year 1885, gross earnings, $1,910,555; net, $288,935. In 1886, gross, $2,050,439; net, $459,418; interest, &c., $388,010; surplus, $72,959.—(V. 43, p. 120.)

Utica & Black River.—Utica, N. Y., to Ogdensburg, N. Y., 134 miles; Carthage to Sackett's Harbor (leased), 30 miles; Clayton to Theresa, 16 miles; total, 180 miles. A consolidation with leased lines was made in March, 1886, embracing this mileage. The company has paid moderate dividends for a number of years. In April, 1886, the road was leased in perpetuity to the Rome Watertown & Ogdensburg RR. Co. at a rental guaranteed to pay fixed charges and 7 per cent yearly on the stock. Gross earnings in 1884-5 were $796,081; net, $316,640. —(V. 42, p. **124**, 397, 488, 728; V. 44, p. 276.)

Utica Chenango & Susquehanna Valley.—Owns from Utica, N. Y., to Greene, N. Y., 75 miles; branch to Richfield Springs, 22 miles; total, 97 miles. Road opened October, 1872. Leased to Del. Lack. & Western at 6 per cent on stock. Has no bonded debt.

Utica Clinton & Binghamton.—Owns from Utica, N.Y., to Randallville, N. Y., 31 miles, and leases Rome & Clinton Railroad, 13 miles. Total, 44 miles. Opened June 22, 1872, and leased to New York & Oswego Midland Railroad. The lease was transferred to the Delaware & Hudson Canal Co., and subsequently to N Y Ontario & Western, which pays the rental of $70,500 per annum for U. Cl. & B. and $25,500 for Rome & Clinton. The road was operated by the Del. Lack. & West. till April 1, 1883. Gross earnings in 1884-85, $218,802; net, $24,176. Gross in 1885-6, $229,100; net, $105,660. Capital stock, $636,285. Isaac Maynard, Pres., Utica, N. Y.

Valley (N. Y.) Railroad.—Owns from Binghamton, N. Y., to State line of Pennsylvania, 12 miles. Opened October, 1871. Leased to Delaware Lackawanna & Western at 8 per cent per annum on stock, which was reduced in 1882 to 5 per cent, the lessee assuming the interest on bonds. Samuel Sloan, President, New York City.

Valley (Ohio).—Owns from Cleveland, O., to Valley Junction, O., 75 miles, and 20 miles of small branches. Of the consol. mortgage $1,600,000 is held in trust to retire the first mortgage when due. The consol. mortgage is a first lien on the Cleveland terminal property. Capital, $1,257,397, par $50. Earnings in 1886, $628,450; net, $303,807. Earnings in 1885, $569,192; net, $261,446; surplus over payments, $35,793. (V. 43, p. 572; V. 44, p. 527.)

Valley (Va.).—Owns from Harrisonburg to Salem, Va., 113 miles. In 1883 it was extended from Staunton to Lexington, 36 miles. By this and connecting lines under B. & O. control, the distance from Lexington is 243 miles to Baltimore and 217 miles to Washington. The Baltimore & Ohio has a large interest in its securities. In 1885-86, gross receipts, $125,667; net, $37,303. In 1884-5 gross, $118,953; net, $34,665. (V. 43, p. 608.)

Vermont & Massachusetts.—Line of road, Fitchburg to Greenfield, Mass., 56 miles; branch, 3 miles. The road is leased to the Fitchburg RR. for 999 years at 6 per cent. (V. 43, p. 636.)

Vermont Valley of 1871.—Owns from Bellows Falls to Brattleboro, Vt., 24 miles, and by purchase of stock the Sullivan County RR. from Bellows Falls to Windsor, Vt., 26 miles; total, 50 miles. Controlled in the interest of the Connecticut River RR. The Sullivan County RR. stock is deposited as collateral security for the above mort. bonds. Earnings, &c., for three years ending March 31, were:

Years.	Miles.	Passenger Mileage.	Freight (ton) Mileage.	Gross Earnings.	Net Earnings.	Divid'd, Per ct.
1883-84	50	4,555,171	20,864,921	$398,614	$113,784	6
1884-85	50	4,246,085	20,199,209	373,598	110,747	6
1885-86	50	4,559,950	26,093,466	492 427	125,540	6

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Vicksburg & Meridian—1st mortgage	140	1881	$1,000	$1,000,000	6	A. & O.	N.Y.,Muller, Shall & Co.	April 1, 1921
2d mortgage	140	1881	1,000	1,100,000	4 to 6	M. & N.	do do	May 1, 1921
3d mortgage income (not cumulative)	140	1881	500 &c.	1,920,000	7	....	do do	June 1, 1921
Vicksb. Shrevep. & Pac.—Prior lien mort., gold	189	1885	1,000	1,323,000	6 g.	M. & N.	New York.	Nov. 1, 1915
1st mortgage, gold	189	1881	1,000	4,000,000	6 g.	J. & J.	do	Aug. 12, 1920
3d mort., and 1st mort. on land, gold	189	1886	....	2,500,000	3-4-5	1st	coupon due Jan., 1888.	Jan. 1, 1916
Virginia Midland—Stock	354	....	100	4,940,363	....	....	....	.....
Bonds, 1st series	....	1881	....	600,000	6	M. & S.	Balto., Mech. Nat. Bank.	Mar. 1, 1906
do 2d series	....	1881	....	1,900,000	6	M. & S.	do	Mar. 1, 1911
do 3d series	....	1881	....	1,100,000	5 & 6	M. & S.	do	Mar. 1, 1916
do 4th series	....	1881	....	950,000	3-4-5	M. & S.	do	Mar. 1, 1921
do 5th series	....	1881	....	1,775,000	5	M. & S.	do	Mar. 1, 1926
do 6th series	....	1881	....	1,309,000	4 & 5	M. & S.	do	Mar. 1, 1931
Income mortgage bonds strictly cumulative	....	1882	1,000	3,945,584	6	J. & J.	Last paid July, 1884	Jan. 1, 1927
General mort., int. guar. by R. & D., $12,500,000	347	1886	1,000	1,297,000	5	M. & N.	N.Y., Central Trust Co.	May 1, 1936
Virginia & Truckee—1st M. (pay'ble $100,000 a year)	52	1874	1,000	200,000	10	Q.—F.	San Fran., Bank of Cal.	Aug. 1, 1889
Wabash St. Louis & Pacific—Stock, common	....	....	....	(1)	....	....	.....	.....
Preferred stock, 7 per cent (not cumulative)	....	....	....	(2)	1½	Q.—F.	.....	.....
1st mort., gold (Chic. Div.)	262	1880	1,000	4,500,000	5 g.	J. & J.	Last paid Jan. 1, 1885	July 1, 1910
1st mort., gold, Detroit Division	112	1881	1,000	2,052,000	6 g.	J. & J.	Last paid Jan. 1, 1884	July 1, 1921
Wabash, 1st mort. (Toledo & Illinois)	75	1853	1,000	900,000	7	F. & A.	Last paid Aug. 1, 1884	Aug. 1, 1890
do 1st mort. (Lake Erie Wab. & St. L.)	167	1853	1,000	2,500,000	7	F. & A.	Last paid Aug. 1, 1884	Aug. 1, 1890
do 1st mort. (Great Western of 1859)	180	1863	1,000	2,496,000	7	F. & A.	Last paid Aug. 1, 1884	Aug., 1888
do 1st mort. (Quincy & Toledo)	33	1865	1,000	500,000	7	M. & N.	Last paid Nov. 1, 1884	Nov. 1, 1890
do 1st mort. (Ill. & So. Iowa) extended	29	1862	500 &c.	300,000	6	F. & A.	Last paid Aug. 1, 1884	Aug. 1, 1912
do 2d mortgage (Toledo & Wabash)	75	1853	250 &c.	1,000,000	7	M. & N.	Last paid Nov. 1, 1884	May 1, 1893
do 2d mortgage (Wabash & Western)	167	1858	100 &c.	1,500,000	7	M. & N.	Last paid Nov. 1, 1884	May 1, 1893
do 2d mortgage (Great West. of 1859)	180	1865	1,000	2,500,000	7	M. & N.	Last paid Nov. 1, 1884	May 1, 1893
do Consol. M., (on all but Dec. & E St.L.)	490	1867	1,000	2,610,000	7	Q.—F.	Last paid Nov. 1, 1884	Feb., 1907

Vicksburg & Meridian.—LINE OF ROAD.—Vicksburg to Meridian, Miss., and branch, 143 miles. In Oct., 1885, the gauge was changed to the standard 4 feet 8½ inches, and the transfer across the Mississippi at Vicksburg was completed. It is mainly owned and controlled by the Ala. N. O. Tex. & Pac. Junc. Co. The company was unable to earn full interest, and reorganization was made in 1881. In 1886 the second mort. interest was to be 5 per cent, then 6 per cent for thirty-five years. Preferred stock, $1,940,612; common stock, $3,962,100. A receiver was appointed in 1885 on a judgment obtained against it. Annual report for year ending March 31, 1887 in CHRONICLE of May 28, 1887.

RECEIPTS AND EXPENDITURES FOR YEARS ENDING MARCH 31.

	1883-4.	1884-5.	1885-6.	1886-7.
Miles road operated	140	140	140	143
Earnings—				
Passenger	$190,215	$169,162	$164,818	$155,903
Freight	300,026	296,973	307,609	345,268
Mail	9,307	11,927	13,089	13,103
Express	5,342	6,445	7,467	10,303
Miscellaneous	8,991	11,095	10,320	7,191
Total	$513,884	$495,603	$503,301	$ 31,772
Operating expenses	394,061	443,959	426,498	481,362
Net earnings	$119,823	$51,663	$76,806	$47,409
Chargeable against revenue—				
For taxes	$16,800	$17,550	$16,741	$18,235
For interest on bonds	103,033	104,000	114,083	125,083
For int. on current accounts	3,292	7,633	15,894	14,232
For expenses of land dep't	7,049	4,477	4,416	4,298
Tot. paym'ts charg'ble to rev.	$130,225	$133,660	$151,135	$161,899
Net deficit	$10,402	$81,997	$74,329	$114,489

—(V. 42, p. 576, **629**; V. 43, p. 636; V. 44, p. 586.)

Vicksburg Shreveport & Pacific.—*See Map Cincinnati New Orleans & Texas Pacific.* From Delta, La., on Mississippi River, to Shreveport, 169 miles, and extension to Texas State Line, 20 miles (the latter leased to Tex. & Pac.); total, 189 miles. The company was chartered as Vicksburg Shreveport & Texas, and opened from Delta to Monroe, La., in 1861; the rest of the line to Shreveport was not opened till 1884. The old road was sold in foreclosure Dec. 1, 1879, and reorganized under present title. The stock is $3,000,000, of which the Ala. N. O. & Texas Pacific Junction R.R. Co. holds $1,594,000, and controls this company, also holding $3,692,000 of the 1st mortg. bonds and $1,931,000 incomes. In 1885 it was voted to issue the above prior lien bonds for improving the road bed, completing the transfer across the Miss. River, &c. In 1886 the old income bonds of $2,500,000 and the stock were to be exchanged for 2d mortgage and land bonds. (See V. 43, p. 104.) Gross receipts for 1885, $448,800, (V. 43, p. 104.)

Virginia Midland.—LINE OF ROAD.—From Alexandria to Gordonsville, 88 miles; Warrenton Branch, 9 miles; Charlottesville to Lynchburg, 60 miles; Lynchburg to Danville, 63 miles; Pittsville Branch, 9 miles; Manassas Junction to Harrisonburg, 114 miles (of which 49 miles leased to Balt. & Ohio); Front Royal Branch, 1 mile; total owned, 347 miles. Leased, Orange C. H. to Charlottesville, 28 miles; Pittsville to Rocky Mt., 30 miles; total leased, 58 miles. Total owned and leased, 405 miles, of which 51 miles, Strasburg Junction to Harrisonburg, is leased to the Balt. & Ohio, leaving 354 miles operated.

The Washington City Virginia Midland & Great Southern was a consolidation (November, 1872) of the Orange Alexandria & Manassas and Lynchburg & Danville railroads. The Orange Alexandria & Manassas was a consolidation (June 1, 1867) of the Orange & Alexandria and the Manassas Gap. The Washington City Virginia Midland & Great Southern was put into the hands of a receiver July 1, 1876, interest being in default, and was sold in foreclosure May 13, 1880, and after litigation sold again Dec. 20, 1880. Reorganized as Virginia Midland, and bonds and stock issued as above.

In April, 1886, a lease of this road was made to the Richmond & Danville on the basis of a payment of the fixed charges and the payment by the lessee of any balance of net earnings to the Va. Midland Co. The lessee may if it chooses advance the money for interest on the six series of prior bonds if earnings are insufficient, but guarantees positively the general mortgagees' interest.

Of the above bonds, the first series is a first lien between Alexandria and Gordonsville, including lease of Charlottesville & Rapidan Railroad and the Warrenton Branch; the second series is a second lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville and Rapidan RR., and a first lien between Charlottesville and Lynchburg; the third series is a third lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville & Rapidan RR., and a second lien between Charlottesville and Lynchburg; the fourth series is a fourth lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville & Rapidan RR., and a third lien between Charlottesville and Lynchburg; the fifth series is a first lien between Manassas Junction and Harrisonburg, including Front Royal Branch and lease of road from Strasburg to Harrisonburg, and a fifth lien between Alexandria and Gordonsville, including Warrenton Branch and lease of Charlottesville & Rapidan RR., and a fourth lien between Charlottesville and Lynchburg; the sixth series is a first lien between Lynchburg and Danville, including Pittsville Branch and lease of Franklin & Pittsylvania RR., and a sixth lien on lease of Charlottesville & Rapidan Railroad.

The income mortgage bonds were issued to retire 1st and 2d preferred stock; the interest is strictly cumulative, and secured by the mortgage, and in July, 1885, the coupon due July, 1884, was paid. These bonds are exchangeable into the general mortgage bonds bearing 5 p. c. interest, and guaranteed by the Richmond & Danville RR. Co.

Of the general mortgage bonds of 1886, $7,635,000 are held to retire the serial bonds, $4,000,000 for the incomes, and $365,000 to be issued for floating debt, improvement, etc.

The annual report for 1884-5 was in V. 42, p. 214. Earnings for the years ending September 30 were:

	Miles.	Gross receipts.	Operat'g exp'ses.	Net receipts.
1881-82	....	$1,491,921	$945,116	$546,804
1882-83	354	1,664,204	956,194	708,009
1883-84	354	1,625,830	999,217	626,612
1884-85	354	1,554,375	990,432	563,943
1885-86	354	1,551,703	1,032,431	519,272

In 1882-83 $119,908 in addition to above expenses were spent for construction, &c.; in 1883-4, $198,841; and in 1884-5, $80,835. New York Office, 2 Wall St. (V. 42, p. **214**, 488, 519; V. 43, p. 488; V. 44, p. 204.)

Virginia & Truckee.—Reno, Nev., to Virginia, Nev., 52 miles; The bonds are payable $100,000 per year. Gross earnings in 1886 were $702,894; net, $353,544; dividends, $270,000; interest and bond payments, $304,170. In 1885, gross, $599,149; net, $282,868; interest paid, $47,500; dividends, $180,000; bonds redeemed, $100,000; deficit, $44,832. D. O. Mills, President.

Wabash St. Louis & Pacific.—The roads East of the Mississippi River (operated by Receiver Cooley, except the Detroit Division) embrace the following pieces covered by the several mortgages: Toledo & Illinois first mortgages—Tole to to Indiana State line, 75 miles; To edo & Wabash, second mortgages—Toledo to Indiana State line, 75 miles; Lake Erie Wabash & St. Louis, first mortgages—Ohio State line to Illinois State line, 166 miles; Wabash & Western, second mortgage, Ohio State line to Illinois State line, 166 miles; Great Western of 1859, first and second mortgage—Indiana State line to Meredosia and Naples, Ill., 180 miles; Illinois & Southern Iowa, 1st mortgages—Clayton to Carthage, Ill., 20 miles; Quincy & Toledo, 1st mortgage—Clayton to Meredosia, Ill., 33 miles; Decatur & East St. Louis, first mortgage—Decatur to E. St. Louis, 104 miles; Hannibal & Naples, 1st mortgage—Hannibal, Mo., to Naples, Ill., 50 miles; Wab. St. L. & Pacific (Chicago Division), 1st mortgage—Streator, Ill., to Effingham and Altamont and Strawn to Chicago, 268 miles; Wab. St. L. & Pacific (Detroit Division), 1st mortgage—Detroit to Butler, Ind., 114 miles. The total mileage operated by Judge Cooley as receiver in March, 1887, was 940 miles.

ORGANIZATION, LEASES, &C.—The Wabash St. Louis & Pacific was formed Nov. 7, 1879, by a consolidation of the Wabash and the St. Louis Kansas City & Northern roads and their branches. The Wabash Company had been organized Jan. 1, 1877, as successor of the Toledo Wab. & West., which company was formed June 25, 1856, by a consolidation of several companies, and defaulted on its interest in 1875 and was foreclosed June 10, 1876. The St. Louis Kansas City & Northern was formed in 1871 as successor of the North Missouri Railroad, which was sold in foreclosure August 26, 1871.

In April, 1883, the Wabash St. Louis & Pacific was leased for 99 years to the St. Louis & Iron Mountain (and runs to the Missouri Pacific), on the general basis of paying over to the Wabash its net earnings each year.

In May, 1884, Messrs. Solon Humphreys and Thos. E. Tutt were appointed receivers on the company's own application in view of the prospective default June 1 on the general mortgage bonds. Receivers' certificates were issued for about $1,400,000 and notes for $2,183,000, to take up notes endorsed by Messrs. Gould, Humphreys and others, but these were finally taken up by leaving to the said endorsers the $2,700,000 of collateral trust bonds held by them as security.

The plan of reorganization was published in the CHRONICLE, V. 40, p. 571, and, as afterward modified, in V. 41, p. 300, providing for the issue of $30,000,000 new debenture bonds, to be disposed of as there stated; also the following points were embraced in the plan:

The whole property to be foreclosed under the general and collateral trust mortgages, and upon receipt of the new debenture bonds, the holders of general mortgage and collateral trust bond certificates to pay two per cent in cash on the face of the new bonds, for which they would receive debenture bonds or scrip.

After the formation of the new company, the Purchasing Committee will offer the new stock to the stockholders of the Wabash St. Louis & Pacific Railway Company, at the rate of eight dollars per share on preferred, and six dollars per share on common stock, who, for the amount so paid, will be entitled to debenture bonds, or scrip, dollar for dollar, in addition to the shares in the new company.

The bondholders agree to take any stock and debenture bonds not

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Wabash St. Louis & Pacific—(Continued)—								
Wabash, 1st mort., (Decatur & E. St. Louis)	109	1869	$1,000	$2,700,000	7	F. & A.	Last paid Aug. 1, 1884	Aug., 1889
do Fund. debt bds. & sc. certs. (see remarks.)	....	1877	500 &c	3,009,850	6 & 7	F. & A.	Last paid Aug. 1, 1884	Feb. 1, 1907
do Mort., gold, sink. fd. $25,000 after '82..	....	1879	1,000	2,000,000	7 g.	A. & O.	Last paid Oct. 1, 1884	April 1, 1909
Hannibal & Naples, 1st mortgage..	50	1879	1,000	500,000	7	J. & D.	Last paid Dec. 1, 1884	June 1, 1909
Wabash Western - Stock	....	....	....	0	7	....	....	.....
St. L. K. C. & No., 1st mort. (North Missouri)	354	1865	1,000	6,000,000	7	J. & J.	N. Y., Bk. of Commerce.	July 1, 1895
do real estate & railway 2d mort.	354	1874	1,000	3,000,000	7	M. & S.	do do	Sept. 1, 1895
do 1st & 2d M. on St. Char. Bridge, coup. or rg	....	1878	1,000	1,388,500	6 & 7 g.	A. & O.	do do	1903-1908
St. Louis Council Bluffs & Omaha—Stock	42	....	....	626,000	6	....	....	.....
Ware River—Stock (guaranteed)	49	....	100	750,000	3½	J. & J.	Boston, Bost. & Alb. RR	Jan., 1887
Warren (N.J.)—Stock	18	1855	50	1,800,000	3½	A. & O.	N.Y., Del., L. & W. RR.	April, 1887
2d mortgage, now 1st	18	1870	100	750,000	7	A. & O.	do do	April 1, 1900
1st consol. mortgage	18	1875	....	600,000	7	M. & S.	do do	March 1, 1905
Washington City & Pt. Lookout—1st M. bonds gold.	12	1873	....	540,000	6	J. & D.	Baltimore, Balt. & O. RR.	1903
West Jersey—Stock	186	....	50	1,485,650	3	M. & S.	Phila., Pa. RR. Co. Office	M'ch 15, 1887
1st mortgage loan	38	1866	500&c.	1,000,000	6	J. & J.	do do	Jan., 1896
1st do consolidated	63	1869	500 &c.	1,000,000	7	A. & O.	do do	Oct., 1899
Consolidated mortgage	128	1879	500 &c	748,500	6	M. & N.	do do	Nov., 1909
Ocean City RR. bonds	....	....	....	100,000	6	F. & A.	do do	Aug., 1925

accepted by stockholders, upon the same terms, pro rata, the amount, however, not to exceed five per cent on the face of their bonds.

The decree of foreclosure was made in January, 1886, and the road sold April 26, 1886, to the purchasing committee, who were the only bidders, the price for all the properties sold being $625,000. (See V. 42, p. 537.) But there was some delay in the confirmation of sale, the floating liabilities including receivers' debt, &c., being about $4,000,000, and there yet remained a large amount of overdue interest on the prior mortgage liens. The Committee of Reorganization in June, 1886, proposed to the holders of all mortgages on the road east of the Miss. River that their future interest should be reduced to 5 per cent and overdue interest funded to 1886, (see proposal in V. 42, p. 695). Some bondholders made opposition to this, and after litigation the receivers Tutt and Humphreys were removed by an order of Judge Gresham, and Judge Thos. M. Cooley was appointed receiver of most of the lines east of the Miss. River covered by the sectional mortgages. The order made by Judges Brewer and Treat for the surrender of these lines was in Vol. 44, p. 10. The purchasing committee afterward took possession of the lines yet remaining in the Wabash system west of the Mississippi River and organized the Wabash & Western. Suits to foreclose the Ill. & So. Iowa mort. and the Great Western of 1859, also the consol. mort. of 1867, were begun in Jan., 1887.

The situation of Wabash in March, 1887, was substantially this: The Purchasing Committee had bought the whole property at foreclosure under the general and collateral trust mortgages, which were thereby extinguished, as also the stock. The Committee then held the property in trust for the former holders of general and collatera trust bonds and for the stockholders who had come into the plan and paid their assessments. In the meantime suits had been started to foreclose the prior mortgages on some of the lines east of the Mississippi River, and most of those lines were placed in the hands of a new receiver, Judge Cooley. The Purchasing Committee organized the new Wabash Western to include the lines yet in possession of the receivers west of the Mississippi River, and also expected to take or to operate by consent the Detroit Division, Butler, Ind., to Detroit, and the Eel River leased line.

Of the Detroit Division some of the bondholders in April, 1887, consented to fund back coupons and take new bonds at 5 per cent for their old bonds.

AUXILIARY AND LEASED LINES.

Many of the branch and leased lines formerly operated by the Wabash St. Louis & Pacific have been foreclosed, and the following will give an account of them:

The Cairo Division is now the Cairo Vincennes & Chicago; Toledo Peoria & Western was sold Oct. 29, 1886, and will be found under its own name; the Mo. Ia. & Nebraska was sold Aug. 19, 1886, and is now the Keokuk & Western; the St. L. K. C. & Northern, Omaha Division, was sold Dec. 28, 1886, and is in process of reorganization; the Clarinda Branch sale was adjourned to March, 1887. The O. Division committee issued a circular in March, 1887 (V. 44, p. 370). The new bonded debt will be $2,300,000 1sts, and 4 coupons will be funded and 1 coupon held for betterments, a total of $2,702,500 4 per cent 50-year gold bonds. Preferred stock will be issued to the amount of $2,208,000. The reduced interest from 7 to 4 per cent will be represented by this preferred and by common stock to the amount of $2,300,000. Holders of trust certificates for the old bonds deposited will get for each $1,000 $1,140 in 4 per cent bonds, $960 preferred stock, and $1,000 common stock to be held in trust. The annual charge will be $108,500, against $164,500 before. Net earnings for year ending March 6, 1887, estimated at $123,000. The Quincy Mo. & Pacific was sold in May, 1886, and is to be reorganized with stock only under a title yet to be chosen. The Champaign Hav. & West. and the Rantoul (narrow-gauge) road were sold in Sept. and Oct., 1886, and were afterward absorbed by the Illinois Central. The Chic. Cin. & Louisville was sold Nov. 13, 1886, and is operated by the trustee of the mortgages.

The Centreville Moravia & Albia, Relay to Albia, 24 miles, was surrendered by the Wabash, and has been operated by Thomas Thatcher, receiver of the Missouri Iowa & Nebraska; a decree has been obtained, and the road may be foreclosed.

STOCKS AND BONDS.—The old pref. stock had a prior right to 7 per cent (non-cumulative); then common to 7.

Prices of stock since 1879 have been: Common in 1880, 26½@48; in 1881, 33¼@60; in 1882, 25⅝@39⅞; in 1883, 15@36¼; in 1884, 4@19⅜; in 1885, 2@15½; in 1886 (pur. com. receipts), 12@24⅝; in 1887, to May 20, 15⅛@22⅜. Preferred in 1880, 51¼@88⅜; in 1881, 64¼@96¼; in 1882, 45⅞@71⅝; in 1883, 29⅛@57½; in 1884, 9@32; in 1885, 6⅛@25; in 1886 (pur. com. receipts) 23⅜@41⅞; in 1887, to May 20, 23¾@38¼.

First mortgage on St. Charles Bridge is for $1,000,000, and is 6 per cent now, running absolutely till 1908.

The amount of funded debt bonds of 1877, due 1907 as above given includes the scrip certificates for coupons funded and deposited in trust, which certificates amounted January 1, 1883, to $1,014,453, and are exchangeable into the bonds. If not exchanged the certificates fall due with the principal of the bonds from which coupons were cut.

The collateral trust bonds of 1883 were issued for floating debt. These bonds were guaranteed by the St. Louis Iron Mountain & Southern RR. Co., and in 1884 a mortgage was recorded on all the Wabash property for $10,000,000 to the St. Louis Iron Mt. & Southern as security for this guarantee. These and the general mortgage bonds were to take new decentures under the plan of reorganization.

OPERATIONS, FINANCES, &C.—The Wabash St. Louis & Pacific extended its lines very widely in the years 1879 to 1882 (under the presidency of Mr. Solon Humphreys), by the acquisition of branch and connecting roads, and thereby assumed heavy liabilities. Although the earnings increased largely, the annual liabilities were still far in excess of the net profits. The road was operated in close connection with the Gould Southwestern system running into St. Louis, and the formal lease to the St. Louis & Iron Mountain Company placed the Wabash in complete control of the Missouri Pacific prior to the appointment of receivers for the Wabash.

Earnings, expenses, &c., for four years were as below, the mileage being in 1882, 3,518 miles; in 1883, 3,560; in 1884, 3,582; and in 1885, 2,779.

INCOME ACCOUNT.

	1882.	1883.	1884.	1885.
Receipts—	$	$	$	$
Net earnings	4,611,431	3,584,195	2,610,329	1,899,938
Other receipts	328,760	452,566	240,339	68,553
Total income	4,940,191	4,036,761	2,850,668	1,968,491
Deduct—	$	$	$	$
Rentals paid	987,608	1,144,453	828,244	598,100
Interest on debt	4,302,006	4,399,716	2,727,348	902,779
Total	5,289,614	5,544,169	3,555,592	1,500,879
Deficit, after interest and rentals	349,423	1,507,408	704,924 sur.	467,612

—(V. 42, p. 23, 52, 94, 126, 188, 217, 234, 305, 332, 339, 397, 463, 479, 488, 537, 597, 664, 695, 729, 754, 755; V. 43, p. 21, 49, 50, 73, 104, 164, 192, 217, 218, 238, 309, 369, 400, 460, 468, 515, 516, 548, 580, 608, 636, 672, 719, 738, 766; V. 44, p. 10, 60, 119, 173, 185, 212, 235, 369, 344, 401, 435, 621, 654.)

Wabash Western.—The road owned includes those parts of the former Wabash St. Louis & Pacific west of the Mississippi River that remained in the system when the purchasing committee took possession in March, 1887; also certain lines east of the Mississippi that Judge Cooley did not take. The total mileage operated in May, 1887, was reported by the Wabash Western as 995 miles, made up as follows: St. Louis to Kansas City, 276 miles; Levee to Ferguson, 10 m.; Centralia to Columbia, 22 m.; Glasgow to Salisbury, 15 m.; Moberly to Coatesville, 88 m.; Coatesville to Ottumwa, 43 m.; Brunswick to Chillicothe, 34 m.; Pattonsburg to Chillicothe, 42 m.; total, 534 miles. The track of the Chicago & Rock Island road from Ottumwa to Gibbon, 37 miles, is also used. The following roads are operated in addition: Des Moines & St. Louis (Des Moines to Albia), 67 miles; Des Moines & Northwestern (Des Moines to Foula), 115 m.; Detroit Division, 113 m.; Eel River, 93 m.; Champaign & Sidney, 11 m.; Attica & Covington, 14 m.; total, 415 m. Whole mileage operated, about 990 miles. (V. 44, p. 344, 370, 466.)

Ware River.—Palmer, Mass., to Winchendon, Mass., 49 miles. It is leased for 999 years to the Boston & Albany Railroad at a rental of 7 per cent per annum. J. A. Rumrill, President, Springfield, Mass.

Warren, N. J.—Line of road, New Hampton Junction to Delaware Bridge, N. J., 18¼ miles. The road is leased to Delaware Lackawanna & Western at 7 per cent on stock and bonds. Gross earnings, 1884 $496,744; net, $225,972. John I. Blair, President, Blairstown, N. J.

Washington City & Point Lookout.—Hyattsville, Md., to Shepherd, Md., 13 miles, and to be extended. This road was opened in 1873. It is leased to the Baltimore & Ohio for $36,000 gold per annum. The stock paid in is $1,000,000. S. T. Suit, Pres't.

West Jersey.—Main line and branches—Camden to Cape May, Bridgeton, Riddleton, Sea Isle, Ocean City, &c., 159 miles; West Jersey & Atlantic Railroad., 39 miles; total, 198 miles operated.

Gross earnings from Jan. 1 to Mar. 31, 1887, were $255,085, against $223,566 in 1886; net, $61,532, against $72,538.

The annual report for 1886 was published in the CHRONICLE, V. 44 p. 494.

Income account for four years (including 1886) was as follows:

INCOME ACCOUNT.

	1883.	1884.	1885.	1886.
Receipts—	$	$	$	$
Total gross earnings	1,227,654	1,319,648	1,286,012	1,352,458
Net earnings	441,896	503,305	476,027	504,274
Other receipts	.....	11,966	14,008	21,350
Total income	441,896	515,271	490,625	524,624
Disbursements—	$	$	$	$
Rentals paid	36,571	41,270	39,038	41,745
Interest on West Jer. debt	178,888	175,174	175,174	180,174
Net earn. of W.J. & A. RR., &c	73,075	90,668	81,990	90,081
Dividends	85,232	87,788	89,113	89,140
Rate of dividend	6 p. c.	6 p. c.	6 p. c.	6 p. c.
Total disbursements	373,766	394,900	385,375	401,140
Balance, surplus	68,130	120,371	105,250	123,484

—(V. 42, p. 23, 188, 548; V. 44, p. 494.)

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
West Jersey & Atlantic—1st mortgage	34	1880	$1,000	$400,000	6	M. & S.	Phila., Fidelity I. T. Co.	Sept. 1, 1910
Pleasantville & Ocean City	....	....	100 &c.	80,000	6	J. & J.	Phila., Penn. RR. Office.	July 1, 1910
West Shore—1st M. guar. by N.Y.C.& Hud., cp., rg.	448	1885	1,000&c	50,000,000	4	J. & J.	New York.	Jan. 1, 2361
West Virginia Central & Pittsburg—1st mort., gold	60	1881	1,000	1,100,000	6	J. & J.	New York, Office.	July 1, 1911
Western (Ala.)—Western RR. bonds, before consol.	44	1868	....	340,000	8	A. & O.	N. Y., H B. Hollins&Co.	Oct. 1, 1888
2d mort., guar. by Cent. of Ga. and Ga. RR. & B. Co.	160	1870	1,000	1,171,000	8	A. & O.	do do	Oct. 1, 1890
Western & Atlantic (Ga)—Income bonds	138	1873	1,000	311,000	10	Q—J.	Atlanta, Co.'s Office.	Oct. '87 to '90
Bonds to State of Georgia (not mortgage)	....	1886	....	3,350,000	4½	....	....	1916
Western Maryland—3d M., endorsed by Baltimore.	90	1870	500 &c.	875,000	6	J. & J.	Balt., N. Mechanics' B'k	Jan., 1900
4th do endorsed by Baltimore	90	1872	....	1,000,000	6	J. & J.	.....	Jan., 1902
Funded coupons	....	....	....	875,000	6	J. & J.	.....	Jan., 1902
Baltimore & Harrisburg RR., M (for $690,000)	....	....	....	275,000	5	....	.....	.....
Western North Carolina—1st mortgage, coup.	130	....	....	850,000	7	M. & N.	Raleigh, N. C.	May 1, 1890
Consol mortgage, coup. for $3,425,000	189	1881	1,000	2,575,000	6	J. & J.	New York Agency.	Jan. 1, 1911
2d consol. mort., coup. ($15,000 p. m.)	....	1884	1,000	4,110,000	6	A. & O.	.....	Oct., 1914
Western Pennsylvania—1st mortgage	57	1863	500 &c.	800,000	6	A. & O.	Philadelphia, Penn. RR.	April 1, 1893
1st mortgage, Pittsburg Branch	28	1865	100 &c.	1,000,000	6	J. & J.	do do	Jan. 1, 1896
Registered bonds	....	1883	1,000	2,500,000	5	J. & D.	do do	June 1, 1923
White Water—Stock ($325,000 of it pref.)	65	....	....	1,300,000	....	....	.....	.....
Wheeling & Lake Erie.—1st M., gold ($3,000,000)	186	1886	1,000	2,788,000	5 g.	A. & O.	New York.	Oct. 1, 1926
Wilmington Columbia & Augusta—Stock	227	....	....	960,000	3	J. & J.	Baltimore.	Jan. 10, 1886
1st mortgage	....	1880	....	1,600,000	6	J. & D.	N. Y. and Baltimore.	June, 1910
Wilmington & Northern—Stock	87	....	....	1,278,050	....	....	.....	.....
Wilmington & Weldon—Stock	222	....	100	2,082,400	4	J. & D.	.....	Jan. 15, 1887
Sinking fund bonds, gold	....	....	....	936,000	7 g.	J. & J.	N.Y., Bost., Lond., Frank	1896
Gen. mortgage for $4,000,000	....	1885	....	1,336,000	5	J. & J.	N. Y. & London.	1935

West Jersey & Atlantic.—Newfield, N. J., to Atlantic City, N. J. 34 miles; Pleasantville & Ocean City RR., 7 miles; total, 41 miles Opened June 17, 1880, and operated by West Jersey Railroad on a joint traffic agreement and 25 per cent of gross receipts on West Jersey from traffic of this road to be applied to any deficit in interest and then as sinking fund for bonds purchasable at 105, or drawn if over that. In 1884 net earnings were $83,286. Stock is $744,500. Two per cent dividend paid in July, 1884, three Jan. 1, 1885, two September, 1885, two March 15, 1886, three December, 1886, and 2½ March, 1887.

West Shore.—Line of road from Weehawken, N. J., opposite N. Y. City, to Buffalo, N Y., with branches to Albany City and Rochester City, about 418 miles in all. This company was organized in December, 1885, as successor to the N. Y. West Shore & Buffalo, sold in foreclosure.

Immediately on its organization the new West Shore Company issued $10,000,000 of capital stock, and made an authorized issue of $50,000,000 of 4 per cent bonds. A lease of the West Shore property to the New York Central Company for 475 years was executed in compliance with the plan of reorganization. The $10,000,000 of stock was handed over to the New York Central Company in consideration of that company's guarantee of the principal and interest of the $50,000,000 of new bonds. The mortgage is made to the Union Trust Co., as trustee, and covers the line of road, Weehawken to Buffalo with branches, 448 miles in all, and also the terminals at Weehawken by ownership of all the stock and bonds of the Terminal Company. The guarantee of the N. Y. Cent. & Hudson is absolute as to interest and principal and is endorsed on each bond. A review at much length of the status of the new West Shore bonds was in the CHRONICLE, V. 42, p. 176; (V. 42, p. 23, 156, 176, 305, 519, 755.)

West Va. Central & Pittsburg—A coal and railroad company in West Virginia in the upper Potomac region—the Elk Garden Coal Field. November, 1884, in operation from Piedmont, W. Va., to Davis, W. Va., 58 miles; Branch, Shaw, W. Va., to Mineville, 2 miles; total, 60 miles. Owns 32,244 acres of coal and iron lands covered by the first mortgage, and has mineral rights on 5,407 acres more. In 1885, net from coal, $34,031; from railroad, $52,329; miscellaneous, $844; total, $87,244; interest, $66,000; surplus, $21,244. In 1885, net profits on coal sales, $48,872; net from railroad, $34,053; total revenue, $82,925; interest paid, $66,000; surplus, $16,925. Stock, $5,500,000. H. G. Davis, President; S. B. Elkins, Vice-President; James G. Blaine, W. H. Barnum, and others, directors.

Western Alabama.—LINE OF ROAD—Selma to Opelika, Ala., 116 miles; branches, Opelika to West Point, 22 miles; total, 138 miles, of which 50 miles is leased to Louisville & Nashville for $52,000 per annum. Was a consolidation in 1870 of Montgomery & West Point and Western of Alabama. Sold May 10, 1875, in foreclosure and purchased jointly by the Georgia Railroad and Central Railroad of Georgia. The old stock and income bonds were wiped out in the foreclosure, and the property is represented by the bonded debt and $846,000 due each of the above companies. There are also $32,000 second mortgage 8s of Montgomery & West Point RR. due May 1, 1888. The gross earnings in 1883-84 were $457,597; net, $241,671.

Western & Atlantic.—Atlanta, Ga., to Chattanooga, Tenn., 138 miles. Built by State of Georgia and opened in 1850, and by an act of October 24, 1870, was leased to a company for twenty years at a monthly rental of $25,000

Western Maryland.—LINE of ROAD—Baltimore to Williamsport, Md., 90 miles; Emmitsburg Branch, 7 miles; Edgemont to Shippensburg, Pa., 34 miles; total, 131 miles. The capital stock is $683,750. The company was largely assisted by the city of Baltimore, and was unable to pay all its interest. In 1886 the company proposed that Baltimore city should pay off the $1,800,000 bonds embraced in the first and second mortgages and take a mortgage on the railroad property as security; this was accepted by vote of the city, and on Jan. 1, 1887, a lease said bonds were retired.

The Baltimore & Harrisburg RR. was formed by consolidation in 1886 and leased to the Western Maryland, which also owns a large amount of the stock; of the issue of $690,000 bonds, $415,000 are held in trust to pay off prior mortgages. The Western Maryland operations for four years have been as follows:

	Miles.	Passenger Mileage.	Freight Mileage.	Gross Earnings.	Net Earnings.
1882-83	131	16,201,680	12,876,711	$654,163	$254,175
1883-84	131	16,512,178	13,114,956	665,995	258,245
1884-85	131	14,602,158	11,670,486	619,217	232,135
1885-86	131	15,946,659	10,878,194	617,561	239,137

—(V. 43, p. 369, 432, 636, **670**, 738.)

Western North Carolina.—Owns from Salisbury, N. C., to Paint Rock, Tennessee State line, 190 miles; Asheville to Nantahala River, 84 miles; total, 274 miles. The road was financially embarrassed, and was purchased April 17, 1875, by commissioners for the State of North Carolina, and subsequently finished by the Richmond & Danville Terminal Railway & Warehouse Company, and is operated as a part of the Richmond & Danville system. In May, 1886, it was leased to the R. & D. Company. In 1883-84 gross earnings, $435,069; net, $141,583. In 1884-85, gross, $468,507; net, $324,351; deficit under charges, $1,765. Stock, $4,000,000 com. and $4,000,000 pref. The second cons. mortgage for $4,110,000 is held by the R. & D. Ter. R. & W. Co. and also $1,325,000 of the 1st consols, given above. $850,000 of same bonds are reserved to retire the 1sts.

Western Pennsylvania.—The road runs from Bolivar to Allegheny City, Pa., 63½ miles; branch to Butler, Pa., 21 miles; total, 84½ miles. Completed in 1865 and branch in 1870. A new lease to the Pennsylvania Railroad for 30 years was made in 1883, and an issue of $5,000,000 consolidated bonds was authorized. The Pennsylvania Railroad, lessee, owns $993,050 stock out of the total amount of $1,022,450 and $288,000 of branch bonds. Gross earnings in 1885, $1,159,514; net, $477,981. Gross in 1886, $1,347,565; net, $607,542. In Dec., 1886, paid 3 p. c. div.

White Water.—Valley Junction, O., to Cambridge City, Ind., 65 miles. This was formerly the White Water Valley, sold in foreclosure May 2, 1878, and reorganized under this title. Gross earnings in 1882-83, $104,234; deficit, $5,979. Elijah Smith, President.

Wheeling & Lake Erie.—Toledo, O., to Bowerston, O., 174 miles, and branch to Huron, O., 12 miles. Foreclosure begun in July, 1884, and M. D. Woodford appointed receiver. The road was sold April 23, 1886, and purchased by trustees of the reorganization committee for $505,000. (See V. 42, p. 537.) New company organized in July, 1886, with stock of $3,600,000, of which $3,513,400 issued to March 1, 1887. Mr. Sidney Dillon bought a large interest in 1887. Gross earnings in 1886, $588,099; net, $129,113. Geo. J. Forrest, President, 2 Wall St., N. Y. (V. 42, p. 94, 157, 488, 537, 775; V. 43, p. 50; V. 44, p. 118, 149.)

Wilmington Columbia & Augusta.—Owns from Wilmington, N. C., to Columbia, S. C., 189 miles. Leased jointly, the Central RR. of South Carolina, Lane, S. C., to Sumter, S. C., 38 miles. Total operated, 227 miles.

Road was sold in foreclosure, October, 1879, for $860,500, and company reorganized under present style.

In June, 1885, the road and property of this company were leased for 99 years to the Wilmington & Weldon, the lessee to pay all interest and fixed charges and 6 per cent dividend on the stock, payable semi-annually in January and July. In 1884-85 net receipts were $242,534; the surplus income over interest and dividends was $88,934; in 1883-84 similar surplus, $58,720.

Wilmington & Northern.—Owns from Wilmington Del., to Birdsboro, Pa., 64 miles; branches, 24 miles; total owned 87 miles; trackage leased, 5 miles; total operated, 92 miles. This company was organized Jan. 18, 1877, as successor to the Wilmington & Reading RR. Co., which defaulted on its interest and was sold in foreclosure Dec. 4, 1876. Has bonds amounting to $2,278,700 in several small issues. Gross earnings in 1884, $346,056; net earnings, $64,452. Paid interest, $11,456; bonds redeemed, $5,300.

Wilmington & Weldon.—Road extends from Wilmington to Weldon, N. C., 163 miles; branch to Tarboro, 17 miles; Scotland Neck Branch, 20 miles; also operates Midland N. C. RR., Goldsboro to Smithfield, 22 miles; total, 222 miles; also under construction branch from Wilson to Fayetteville, 70 miles. Was leased November, 1872, to Wilmington Columbia & Augusta Railroad for 99 years. The lessees made default December, 1877, and the lease was surrendered April 13, 1878. In June, 1885, this company took a lease for 99 years of the Wilmington Columbia & Augusta. (See that company above.

The fiscal year ends Sept. 30. The report for 1884-85 was in V. 41 p. 687.

Earnings and income account for three years is as follows:

EARNINGS AND EXPENSES.

Earnings from—	1882-3.	1883-4.	1884-5.
Passengers	$263,241	$271,461	$289,852
Freight	426,133	412,993	425,979
Mail, express, etc	108,055	103,500	109,126
Total earnings	$797,429	$788,014	$824,957
Operating exp. and taxes	601,549	493,383	451,816
Net earnings	$195,380	$294,631	$373,141

INCOME ACCOUNT.

Receipts—	1882-3.	1883-4.	1884-5.
Net earnings	$195,380	$294,631	$373,141
Other receipts	26,073	23,942	29,937
Total	$216,053	$318,573	$403,078
Disbursements—			
Interest	$80,641	$80,698	79,365
Dividends	(6 p. c.) 124,914	(8 p. c.) 166,592	(8 p. c.) 166,592
Total	$205,585	$247,290	$245,957
Balance, surplus	$10,468	$71,283	$157,121

—(V. 43, p. 636.)

Wisconsin Central.—Owned on Dec. 31, 1884, the main line and branches Stevens Point to Menasha, 65 miles; do. to Ashland, 188 miles; do. to Portage City, 72 miles; branches and spurs, 25 miles; total owned, 349 miles. Leased: from Neenah to Schleisingerville, 64 miles

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Road.	Date of Bonds	Size or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Wisconsin Central—Consol. mort., land grant, pref.	326	1879	$....	$360,000	5	M. & N.	Boston, Office.	5 p. ct. yearly
1st series	326	1879	....	3,800,000	5	J. & J.	do	1909
2d series, income (not cumulative)	326	1879	....	5,700,000	7	J. & J.	do	1909
Mort. Minn. St. Croix & Wis. RR.	104	1884	1,000	2,600,000	6	M. & N.	N.Y., Farmers' L. & T. Co.	1914
Wisconsin & Minnesota—1st mortgage	51	1880	....	810,000	7	J. & J.	N. York, J. B. Colgate.	Jan. 1, 1910
Income	....	....	....	640,000	....	....	....	....
Chic. Wis. & Minn.—1st mort., gold	122	....	1,000	2,800,000	6	M. & S.	N. Yo k, J. B. Colgate.	March 1, 1916
Worcester & Nashua & Rochester—Stock	94	....	100	3,099,800	3	J. & J.	Worcester, Office.	Jan. 10, 1887
Bonds, mort.	....	....	100 &c.	275,000	4	Various	do do	(†)
Bonds, mortgage	....	1873	500 &c.	250,000	5	A. & O.	Bost., Globe Nat. Bank.	April 1, 1893
Bonds, mortgage	....	1875	1000&c.	400,000	5	F. & A.	do do	Feb. 1, 1895
Nashua & Roch., 1st mortgage	48	1874	500 &c.	575,000	5	A. & O.	do do	April 1, 1894
W. N. & R.—Mortgage	....	....	1,000	150,000	4	J. & J.	do do	Jan. 1, 1906
Zanesville & Ohio—1st mort., gold ($25,000 p. mile)	....	1886	100 &c.	(*l*)	6 g.	F. & A.	New York Agency.	Feb. 1, 1916
CANALS.								
Albemarle & Chesapeake—Mortgage bonds	14	1879	1,000	300,000	7	J. & J.	N. Y., Union Trust Co.	July 1, 1909
Chesapeake & Delaware—Stock	14	....	50	2,079,213	....	J. & D.	Philadelphia, Office.	....
1st mortgage (extended in 1886)	14	1856	Vario's	1,975,000	5	J. & J.	do do	July, 1916
Chesapeake & Ohio—Stock	184	....	25	3,851,593	....	J. & J.	.....	.....
Maryland loan, sinking fund	184	....	500 &c.	2,000,000	6	Q- J	Balt., A. Brown & Sons.	1870
Guaranteed sterling loan	184	....	500 &c.	4,375,000	5	Q—J.	London.	1890
Bonds having next preference	184	....	500 &c.	1,699,500	6	J. & J.	Balt., A. Brown & Sons.	1885
Repair bonds, Act 1878	....	....	....	314,000	6	J. & J.	Balt., Farm. & Mech. Bk.	1898
Delaware Division—Stock	60	....	50	150,200	2	F. & A.	Phila., 226 So. 3d st.	Feb. 15, 1886
1st mortgage (extended 20 years in 1878)	60	1858	1,000	800,000	6	J. & J.	do do	July 1, 1898
Delaware & Hudson—Stock	148	....	100	24,500,000	1¼	Q—Mch	N. Y., Bk. of Commerce.	M'ch 15, 1887
1st mortgage, registered	148	1871	1,000	5,549,000	7	J. & J	do do	1891
Debenture loan of 1894, coup and reg	....	1874	1,000	4,829,000	7	A. & O.	N.Y. Office & Bk. of Com.	1894
1st M., coup. & reg., on Penn. Div. ($10,000,000)	....	1877	1000&c.	5,000,000	7	M. & S.	do do	Sept. 1, 1917
Lehigh Coal & Navigation—Stock	339	....	50	12,676,700	2	J. & D.	Philadelphia, Office.	June, 1886
Loan, conv., coup., gold (assumed L. & W. Coal Co)	....	1869	500 &c.	747,000	6 g.	M. & S.	do do	1894
1st mortgage, reg. (extended at 4½)	....	1864	Var.	5,000,000	4½	Q—J.	do do	July 1, 1914
1st mortgage, registered, railroad	....	1867	Var.	2,000,000	6	Q—F.	do do	1897

Packwaukee to Montello, 7 miles; operated under contract, Milwaukee to Schleisingerville, 33 miles. Total operated, 450 miles.

In January, 1879, the Wisconsin Central Road was taken possession of by the trustees for bondholders, who still operate it. There is a land grant of over 800,000 acres. The reorganization was practically accomplished by consent, and only $247,000 old bonds are unassented. Litigation is pending as to $200,000 bonds in New York Court of Appeals, as to preferences claimed by one holder. The scheme embraced the issue of a new consolidated mortgage to cover $400,000 5 per cent preferred bonds; $3,800,000 first series bonds, now bearing 5 per cent; and $5,700,000 second series bonds, to draw interest if earned (but not cumulative) at 7 per cent. Interest on the second series is payable J. and J., but dependent each time on the net earnings of the half year ending *six months before*. The stock of $11,435,500 remains, $2,000,000 of it preferred and $9,435,500 common, and is all deposited in trust with Stewart and Abbot, Trustees, to be voted on until all interest is being earned and paid on new bonds, and in the judgment of the trustees is likely to continue so to be. Trustees' certificates for new stock (without voting power) have been issued to the old stockholders, which pass as a delivery on sales.

In March, 1882, the Trustees and Company leased for 99 years the Milwaukee & Lake Winnebago RR., from Neenah to Schleisingerville, which was completed in December, 1882; the rental is 37½ per cent of gross earnings up to $175,000 per year, all surplus to go equally to lessor and lessee, and the bonds are issued *subject* to this lease. The Wis. & Minn. and Minn. St. Croix & Wisconsin RR., built in 1884, gave important extensions, reaching St. Paul from Abbottsford, *via* Chippewa Falls, 159 miles. From Milwaukee this company makes use of Chic. Mil. & St. Paul tracks 24 miles; an extension from Schleisingerville to Chicago, 116 miles, a new road finished in 1886, is known as the Chic. Wis. & Minn., and is a close connecting line of the Wis. Central, though the latter is not responsible for its obligations.

In Sept., 1886, a circular was issued by Mr. E. H. Abbot, one of the trustees, to stockholders of Wis. Central, inviting them to subscribe $1,500,000 cash for the securities of the Penokee Railroad, about 50 miles from the "Colby" mines (Bessemer) Mich. to Mellen on the Wis. Central. (See V. 43, p. 309.) In V. 43, p. 48, is an abstract of the annual report for 1885. For three years the earnings, &c., were:

	1883.	1884.	1885.
Gross earnings	$1,447,798	$1,429,075	$1,461,004
Operating expenses	973,732	957,745	941,881
Net earnings	$474,065	$471,330	$519,123
Rent'ls, car service, license fees & txs	351,405	319,650	310,406
Balance	$122,660	$151,679	$208,716

—(V. 43, p. 48, 309, 432.)

Wisconsin & Minnesota.—Owns from Abbotsford, Wis., to Chippewa Falls, 54 miles. Leases Chic. Wis. & Minn. RR., Schleisingerville, Wis., to Chicago, 122 miles, and branch 8 miles projected. These roads form the Chicago division of the Wisconsin Central, and enter Chicago over the Chicago & Great Western.

Worcester & Nashua & Rochester.—Owns from Worcester to Nashua and Nashua to Rochester, 94 miles. This consolidated company was formed Dec. 1, 1883, by a merger of the Worcester & Nashua and its leased line, the Nashua & Rochester.

In October, 1885, a lease of this property for 50 years, from Jan. 1, 1886, was made to the Boston & Maine RR. Co. at a rental of $230,000 and taxes. A financial statement of Jan 1, 1887 was in V. 44, p. 91.

Zanesville & Ohio.—Line of road from Zanesville, O., to Harmar, on the Ohio River, about 80 miles, of which part is yet under construction. The whole mortgage is for $2,000,000 bonds authorized. The Mercantile Trust Co. of N. Y. is trustee of the mortgage.

CANALS.

Albermarle & Chesapeake.—Canal between Chesapeake Bay and Albermarle Sound, N. C., 14 miles. Gross earnings 1884-85, $70,000; surplus over interest, $5,000. Pres't, Marshall Parks, Norfolk, Va.

Chesapeake & Delaware.—Delaware City to Chesapeake City, Md. In July, 1886, a heavy defalcation by the Treasurer and an over-issue of bonds was discovered, probably over $400,000, and in Sept., 1886, it was proposed by the company to retire old bonds and issue $2,600,000 of new 5 per cent bonds maturing in 1906, thus covering the over-issue. (See V. 43, p. 367.) In the year ending May 31, 1886, gross receipts were $210,894 and net $151,936; interest charge, $119,621; surplus, $32,345. (V. 42, p. 604; V. 43, p. 22, 49, 367.)

Chesapeake & Ohio.—This company was assisted with loans by the State of Maryland. It has long been unable to meet its interest. In a suit against the company the Court (January, 1881) declined to appoint a receiver, but ordered the company to report at stated times its receipts and payments. In July, 1884, application again made for a receiver and sale of the canal. In 1883 gross earnings, $329,527; net, $34,474; in 1885, gross earnings were $135,929; expenses, including interest paid, $184,667. (V. 42, p. 575.)

Delaware Division.—Leased to Lehigh Coal & Navigation Co. at interest on bonds and 4 per cent a year on stock. 29,663 shares have been converted into Lehigh Coal & Navigation stock, leaving only 3,004 shares unconverted.

Delaware & Hudson.—The Delaware & Hudson Canal Co was chartered April 7 1823, and the canal from Rondout N. Y. to Honesdale, Pa., was completed in 1828. The company owns the following railroads, viz: Lackawanna & Susquehannah, Nineveh, N. Y., to Jefferson Junction, Pa., 22 miles; Valley RR., Carbondale to Scranton Pa., 17 miles; Union RR., Green Ridge to Mill Creek, Pa., 17 miles; Plymouth & Wilkesbarre RR. and bridge, 3 miles; Gravity RR., Olyphant to Honesdale, 56 miles; total owned, 114 miles; track of Jefferson RR. used by contract, 35 miles; total operated in Pennsylvania, 150 miles. This company is among the largest miners and carriers of anthracite coal.

The stock was increased to $30,000,000 (of which $23,500,000 issued to Jan. 1, 1886) to pay off the bonds due in 1884 and 1891. Of the remaining $6,500,000, $1,000,000 will be issued in 1887, and $5,500,000 in 1891, to take up an equal amount of 7 per cent bonds. To shareholders of May 24, 1883, there was allotted 35,000 shares to be paid for at par. To shareholders of Oct. 1, '86, there were allotted 10,000 shares.

The annual report for 1886 in V. 44, p. 243, had the following:

The President, in commenting upon the result of operations in 1886, which showed a trifle over 5 per cent on the stock, says: "This result is better than could have been reasonably anticipated, considering the very low price at which coal ruled for the larger part of the year, and could only have been reached by the exercise of strict economy in the various branches of the company's service. A very marked improvement also in the business of the leased lines has aided the general outcome, and the loss of $313,329 on these roads as reported for 1885 has been reduced during the past year to the comparatively small sum of $21,694.

Comparative statistics for four years:

PROFIT AND LOSS.

	1883.	1884.	1885.	1886
Receipts—	$	$	$	$
Sales of coal	9,575,362	8,213,157	7,201,049	7,399,095
Canal tolls	52,403	47,240	54,551	58,410
Miscellaneous profits	287,038	486,929	792,716	633,867
Interest on investments	257,541	284,464		
Coal on hand (Dec. 31)	745,436	892,804	649,905	332,653
Railroad earnings in Penn.	888,559	830,542	694,941	841,662
Profit on leased lines	1,905	.....	.....	.....
Total	11,808,244	10,755,136	9,393,162	9,265,687
Disbursements—	$	$	$	$
Coal on hand Jan. 1	492,924	745,436	892,804	649,905
Mining coal	4,996,195	4,549,480	3,975,297	4,239,907
Coal transportation, &c	811,873	557,500	592,803	873,547
Canal freight and expenses	1,642,844	1,455,805	826,987	767,151
Interest	1,321,941	1,198,885	1,082,768	1,069,067
Taxes and miscellaneous	546,624	585,448	522,777	468,929
Loss on leased railroads	.....	174,490	313,330	21,695
Balance	1,995,843	1,488,094	1,186,396	1,175,485
Total	11,808,244	10,755,136	9,393,162	9,265,687

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1883.	1884.	1885.	1886.
Assets—	$	$	$	$
Canal	6,339,210	6,339,210	6,339,210	6,339,210
Railroad and equipment	6,957,188	6,468,684	7,134,018	7,257,329
Real estate	9,035,163	9,325,365	9,628,325	9,725,394
Mines and fixtures	2,796,329	2,792,417	2,795,576	2,792,511
Coal-yard, barges, &c	670,678	790,779	934,856	1,007,821
Lack. & Susquehanna RR.	1,022,938	1,022,938	1,022,938	1,022,938
Albany & Susq. RR	520,164	.....	.....	.....
New York & Canada RR.	3,597,074	3,597,074	3,597,074	3,597,074
Cherry Val. & Sharon RR.	300,000	300,000	300,000	300,000
Mechan. & Ft. Edward RR	52,113	51,928	59,131	59,972
Schen. & Mechan. RR.	211,280	211,527	211,765	212,993
Coal on hand Dec. 31	745,436	892,804	649,905	332,652
Advances to leased lines	921,663	1,502,789	330,737	881,729
Advances on coal royalties	648,724	698,125	720,055	756,040
Miscellaneous assets	3,944,549	3,372,061	2,740,040	2,586,396
Telegraph and Car Co	69,410	43,035	43,035	14,735
Supplies, tools, &c., on hand	1,466,143	1,611,254	1,185,028	1,135,412
Cash and bills receivable	3,914,976	2,823,813	3,964,939	4,459,007
Total assets	43,213,038	41,843,804	41,656,642	42,461,213
Liabilities—	$	$	$	$
Stock	20,000,000	23,500,000	23,500,000	24,500,000
Bonds	18,763,000	15,378,000	15,378,000	15,378,000
Miscellaneous accounts	2,444,732	778,072	812,002	694,392
Profit and loss	2,005,306	2,187,732	1,966,640	1,888,821
Total liabilities	43,213,038	41,843,804	41,656,642	42,461,213

* These miscellaneous assets include the following: Sundry bonds, $72,545; 6,500 shares Albany & Susquehanna RR., $650,000; 16,078 shares Rensselaer & Saratoga RR., $1,607,800; sundry stocks, $256,050.

—(V. 42, p. 167, 186; V. 43, p. 163, 398, 635; V. 44, p. 184, 210, 212, 243, 335.)

Lehigh Coal & Navigation.—The Central Railroad of New Jersey assumed (in purchase of equipment) $2,310,000 of the gold loan due 1897 and leases the Lehigh & Susquehanna Railroad. The Lehigh & Wilkesbarre Coal Company assumes $500,000 of the gold loan due 1897

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Miles of Canal.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Lehigh Coal & Navigation—(Continued)—								
Mort. loan. g. ($2,810,000 assumed by other co's.)	....	1867	$500&c.	$1,653,000	6 g.	J. & D.	Philadelphia, Office.	1897
Consolidated mortgage loan	....	1871	1,000	2,465,000	7	J. & D.	do do	June 1, 1911
Greenwood 2d mortgage, reg. Extended, 1877	....	1872	1,000	643,000	7	F. & A.	do do	1892
General mortgage	....	1884	1,000	2,035 000	4½	Q.—F.	do do	1924
Morris—Stock, consolidated	103	....	100	1,025,000	2	F. & A.	Leh. Val. RR. Co., Phila	Feb. 7, 1887
Pref rred stock	103	....	100	1,175,000	5	F. & A.	do do	Feb. 7, 1887
New mortgage (for $1,000,000)	103	'76-'85	1,000	1,000,000	7	A. & O.	do do	April 1, 1906
Preferred stock scrip dividend	....	1869	various.	103,164	7	F. & A.	do do	Feb., 1889
Pennsylvania—Stock	326	....	50	4,501,200	...	....	.....	July, 1910
General mortg., interest guar'd by Penn. RR	326	1870	1,000	2,934,000	6	J. & J.	Phila., 233 So. 4th St.	Feb. 15, 1884
Schuylkill Navigation—Stock, common	108	....	50	684,912	35c.	....	Philadelphia, Office.	Feb. 15, 1884
Preferred stock	....	....	50	3,288,050	70c.	....	do do	Feb. 15, 1884
1st mortgage, extended	....	....	1,000	1,691,730	6	Q.—M.	do do	March, 1897
2d mortgage	....	....	1,000	3,990,392	6	J. & J.	do do	1882 to 1907
Mortgage bonds, coup. (payable by P. & R.)	....	....	....	1,200,000	6	J. & J.	do do	1895
Improvement bonds	....	1870	1,000	228,000	6	M. & N.	do do	May, 1880
Boat and car loan, (paybie by P. & R.)	....	1863	1,000	756,650	6	M. & N.	do do	May, 1913
Boat and car loan (do do)	....	1864	1,000	628,100	7	M. & N.	do do	May, 1915
Susquehanna—Maryland loan, 2d mortgage	....	1839	....	1,000,000	6	J. & J.	Phila. and Baltimore.	Jan., 1885
Susquehanna Canal, common bonds, 3d mort	....	1859	1,000	1,326,000	6	J. & J.	do do	Jan. 1, 1918
do pref. bonds, 1st mort	....	1884	500	227,500	6	J. & J.	do do	Jan., 1894
do pref., 1st T. W. priority b'ds.	....	1884	500	97,810	6	J. & J.	do do	Jan., 1894
do bonds of 1872, 4th mort	....	1872	1,000	250,000	7	J. & J.	do do	Jan., 1902

and $771,000 (all) of the convertible gold loan due 1894. Bonds maturing 1884 were extended till 1914 at 4½. The Board of Managers' report for 1886 had the following statement of receipts and disbursements:

Receipts—	1884.	1885.	1886.
From railroads and Nesque. Tunnel.	$1,458,200	$1,459,035	$1,464,381
Lehigh Canal, incl. water powers	97,969	65,971	50,220
Delaware Division Canal	58,951	11,038	def. 1,995
Net profit on Lehigh Coal	370,101	396,108	135,104
Royalty on coal mined by lessees, revenue from rents, &c., &c	63,330	52,524	80,797
Total receipts	$2,048,551	$1,984,676	$1,728,507
Disbursements—			
General and legal expenses	$58,460	$59,454	$58,948
Rent and taxes Nesquehoning Val. RR	97,050	73,081	75,526
Rent and taxes Delaware Div. Canal.	69,921	61,965	39,581
Taxes	80,078	80,039	89,739
Interest account	854,069	844,488	844,692
Total disbursements	$1,159,578	$1,119,027	$1,108,486
Balance of earnings	$888,973	$865,649	$620,021
Less sink. fd. of 10 p. c. p. ton on coal	$80,717	$93,558	$89,419
Less deprec'n on coal, impr'v'm'ts, &c.	76,026	86,869	.....
Total	$156,743	$180,427	$89,419
Surplus for year	$732,230	$685,222	$530,602
Balance to credit of div'd fd. Jan. 1	665,934	679,936	683,843
Total	$1,398,164	$1,365,158	$1,214,445
Dividends	$718,228	$681,315	$570,408
Rate of dividend	6	6	4½
Balance to credit of div'd fund Dec. 31	$679,936	$683,843	$644,037

The annual report for 1886 in CHRONICLE, V. 44, p. 274, said:

The earnings of the Lehigh & Susquehanna RR. system increased $78,304 06, and were larger than in any year before, with the exception of 1883. The chief gain was in freight and express earnings, and, while the system of railroads does not extend beyond Scranton, we have been able to get an increasing amount of Northern and Western business, as well as to share in the increased volume of local freight traffic, so that notwithstanding the steady decrease of freight rates for some years, our earnings from this source have largely increased, having averaged in the four years 1875 to 1878 $278,324 09, in the four years 1879 to 1882, $498,708 08, and in the four years 1883 to 1886, $729,579 51. The coal tonnage also increased, being, with the exception of that of the year 1883, the largest that has ever passed over the road, and only falling 3,994 tons below that of 1883. Our total revenue for 1886 was $1,728,507, a decrease since last year of $255,168, which is more than accounted for by the lessened profit on coal, which was $261,003. The disbursements show a decrease of $10,540, and the remainder shows a decrease of $245,627. From this remainder $89,418 has been deducted for the coal sinking fund, and two dividends, one of two and one-half per cent and one of two per cent, amounting together to $570,408, have been paid, which drew on the dividend fund to the extent of $39,806. The work of developing our coal lands has been pushed forward vigorously through the year, and the rate of production of our mines can be fully maintained during the coming season. (V. 42, p. **241**; V. 43, p. 634; V. 44, p. **274**.)

Morris.—Leased April, 1871, to Lehigh Valley Railroad for 999 years. The lessees assume bonds and scrip, and pay 10 per cent per annum on pref. stock and 4 per cent on consol. stock.

Pennsylvania.—Worked in interest of Pennsylvania RR., which guarantees interest on bonds. An old mortgage balance of $67,000 is due in 1887. Earnings in 1886, $281,385; net, $79,537; interest, $170,640; loss, $91,103. Earnings in 1885, $274,207; net, $128,765; interest, $175,350; def., $46,584.

Schuylkill Navigation.—Leased from June 1, 1870, to Philadelphia & Reading for 999 years. The unpaid rental by P. & R. to Dec. 31, 1886, was $1,287,993. The P. & R. has paid some of the coupons and purchased others, but in Dec., 1886, interest was not paid, and in March, 1887, the P. & R. threatened to relinquish the canal and withdraw its boats. The report for 1886 (V. 44, p. 210) gave a statement of the company's relations to the P. & R. company and a history of its prosperity in former years. The loss to the Reading in 1885-86 was $477,614; loss in 1884-85, $444,292.

Susquehanna.—Leased and operated by Philadelphia & Reading Railroad for interest on bonds and half of net earnings. The stock is exchanged for Phila. & Reading, two of canal stock for one of Reading. The floating debt is considerable. Loss to Reading in 1885-6, $239,784; loss in 1884-5, $230,657.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Adams Express—Stock	....	$100	$12,000,000	3	Q.—M.	N. Y., Company's Office.	Mar. 3, 1887
American Bell Telephone—Stock	....	100	9,802,100	3	Q.—J.	Boston, Compy's Office.	April 15, 1887
Amer. Tel. & Cable—Stock, guar 5 by West. Union	....	100	14,000,000	1¼	Q.—M.	N. Y., West. Union Tel.	June 1, 1887
American Coal (Maryland)—Stock	....	25	1,500,000	2	M. & S.	N. Y., 1 Broadway.	Mar. 10, 1887
American Cotton Oil Trust—Certificates	....	100	(?)	....	....	.....	.....
American Express—Stock	....	100	18,000,000	3	J. & J.	N. Y., Company's Office.	July 1, 1887
Cameron Iron & Coal Co.	....	100	3,000,000	....	....	.....	.....
Canton Company—Stock (44,300 shares)	....	16¼	719,875	....	....	.....	.....
Central & South American Telegraph—Stock	....	100	4,006,600	1½	Q.—J.	.....	April 1887
Chartiers Valley Gas—Stock	....	100	3,000,000	2½	Q.—J.	Pittsburg.	April, 1887
Colorado Coal & Iron—Stock	....	100	10,000,000	....	....	.....	.....
1st consol. mortgage, gold	1880	1,000	3,499,000	6 g.	F. & A.	N.Y., Company's Office.	Feb. 1, 1900
Columbus & Hocking Coal & Iron Co.—Stock	....	100	4,700,000	....	....	.....	.....
1st mort., g., sink. f'd (on 13,351 acres l'd, mines & b'd'gs)	1887	1,000	1,000,000	6 g.	J. & J.	N. Y., Central Trust Co	Jan. 1, 1917
Consolidation Coal of Maryland—Stock	....	100	10,250,000	75c.	....	N.Y., Co.'s Office, 71 B'y	Jan. 23, 1887
1st mortgage, consolidated, convertible	1872	1,000	2,444,500	6	J. & J.	do do	Jan. 1, 1897
Consolidated Gas (N.Y.)—Stock	....	100	35,430,060	1½	....	.....	Dec. 15, 1886
Bonds, Municipal Gaslight Co	....	....	291,000	7	M. & N.	Farmers' Loan & Tr. Co.	May 1, 1888
Bonds, Metropolitan Gaslight Co	....	....	658,000	6	F. & A.	do do	Aug 1, 1901
Bonds, Knickerbocker Gaslight Co	....	....	651,000	6	J. & D	N. Y., Company's Office.	June 1, 1898
Cumberland Coal & Iron—Stock	....	100	500,000	6	A. & O.	N.Y., 19 Courtland St.	(?)
Equitable Gas Light Co.—Stock	....	100	3,000,000	2	Q.—J.	New York Office.	Jan. 15, 1887
Bonds	....	....	1,000,000	....	....	.....	.....
Gold & Stock Telegraph—Stock	....	100	5,000,000	1½	Q.—J.	N. Y., West. Union Tel.	April 1, 1887
Bonds	....	500	500,000	6	M. & N.	do do	Nov., 1887
International Ocean Telegraph—Stock	....	....	3,000,000	1½	Q.—J.	N. Y., West. Union Tel	April 1, 1887
Iowa RR. Land Co.—Stock	....	100	769,100	2	M. & N.	Boston, Treas. Office.	Nov. 1, 1886
Iron Steamboat Company—Stock	....	....	2,000,000	3	....	.....	Nov. 1, 1886
Bonds	1881	500	500,000	6	J. & J.	N. Y., First Nat. Bank.	July 1, 1901
Lehigh & Wilkesbarre Coal—Stock	....	....	8,700,000	....	....	.....	.....
Sterling loan	....	....	1,725,000	6	....	.....	1899
Mortgage loans ($110,000 are 7s)	....	....	593,211	6 & 7	....	N. Y., 160 Broadway.	.....
Consol. mort ($6,116,000 of this held by Cent. of N. J.)	1875	1,000	11,500,000	7	Q.—M.	do do	June 1, 1900

Adams Express.—No reports; no information.

American Bell Telephone Co.—See report for the year ending Dec. 31, 1886, in CHRONICLE, V. 44, p 433. In 1886 paid 16 per cent dividends, including an extra dividend of 4 per cent. (V. 42, p. **430**; V. 44, p. **433.**)

American Express.—No reports.

American Telegraph & Cable Co.—Owns two cables between Sennon Cove, England, and Dover Bay, Nova Scotia. The stock of $20,000,000 was 70 per cent paid up, and in April, 1882, a pooling arrangement was made with the other cable companies for 38 years, by which this company receives 22½ Per cent of combined revenues while both its cables are working and 12½ per cent if only one is working which percentages hold good for one year after any breaking of the cables; if not repaired within that time the percentages are reduced according to the time that the cables remain broken. Then this company's cables were leased to Western Union for 50 years, with a guaranty of 5 per cent per annum on the stock issued—$14,000,000.

American Coal.—There are mortgage bonds for $230,000. The annual report for 1886 gave the following information: Income, 1886, $444,839; total expenses and dividends, $442,857; balance, $1,931. —(V. 42, p. **271**; V. 44, p. **274.**)

American Cotton Oil Trust.—This is a "Trust" formed to control a large proportion of the cotton seed oil mills of the United States. The Board of Management consists of nine trustees, of whom three are elected each year. The title deeds of the several properties owned are deposited with the trustees, who issue their trust certificates of $100 each, and these are dealt in at the Exchanges. The certificates have been issued to the amount of about $10,000,000, as reported, but no official statements are made, and no definite information regarding the concern is obtainable by outsiders. The Board of Management is composed of John V. Lewis, W. P. Anderson, F. H. Baldwin, of Cincinnati; W. H. Burnett, of Chicago; J. W. Cochrane, of Memphis; E. Urquart, Little Rock; J. Aldige, New Orleans; Lyman Klapp, Providence, R. I.; J. L. Macaulay, New York. The principal office of the Trust is at 18 Broadway, New York. The officers are John V. Lewis, President; E. Urquart, Vice-President; J. L. Macaulay, Treasurer; Jules Aldige, Sec'y.

Cameron Iron & Coal Co.—This company was organized by letters patent of the State of Pa., and filed its certificate Dec. 7, 1886. The lands and property are near Emporium, Pa., and formerly belonged to the Cameron Coal Co. Nicholas C. Miller, President, N. Y. See V. 44, p. 117, 149, 184.

Canton Company (Balt.)—The capital stock, by changes made subsequent to the original issue, became practically only $16 25 par per share, and was reduced by purchase and cancellation to 44,300 shares. A brief history of the company was given in V. 30, p. 117. The company owned the stock of the Union RR. Co. and guaranteed its bonds but sold this stock ($600,000) to the Northern Central RR. in April, 1882, for $594,000. The Union RR. sinking fund of $689,855 remained the property of Canton Co., but is held by the trustees till bonds have been paid off at maturity. The last of Canton Co. bonds were paid July, 1886. (V. 42, p. 752.)

Central New Jersey Land Improvement.—The statement for the year ending December 31, 1885, showed total receipts in 1885 of $44,476. The balance sheet, December 31, 1885, gave the following value of lands owned: Newark lands, $255,408; Bergen, $537,976; Elizabeth, $161,950; Westfield, $26,307; Fanwood, $193,361; Plainfield, $304,756; Dunellen, $346,048; Somerville, $77,861; Clinton, $4,780; Bloomsbury, $26,345; Phillipsburg, $1,500; total, $2,239,294. Bonds, &c., $25,883; land contracts, $15,890. (V. 44, p. 244.)

Central & South Am. Telegraph.—Line from Vera Cruz, Mexico, to Chorrillos, Peru, with branches, 3,100 miles of cable and 335 miles of land lines. Completed November, 1882. Connects at Lima with West Coast Tel. Co. of America, having 1,700 miles of cable to Valparaiso, and at Vera Cruz with Mexican Telegraph Co. Stock is $5,000,000; no bonds. Surplus revenue Dec. 31, 1886, after providing for dividend, $154,179. James A. Scrymser, Pres't, N. Y. (V. 43, p. 66; V. 44, p. **274.**)

Chartiers Valley Gas Co.—This company owns valuable lands in the counties of Washington and Westmoreland, Pa., for production of natural gas, and supplies the gas in Pittsburg and Alleghany cities. Dividends of 2½ per cent, quarterly, were paid in Jan. and April, 1887. See full statement in V. 44, p. 552. Jas. A. Chambers, Pres't; John H. Dalzell, Treas., Pittsburg, Pa. (Vol. 44, p. **400**)

Colorado Coal & Iron.—This company, with headquarters at Colorado Springs, Col., was a consolidation Dec. 13, 1879, of the Central Colorado Improvement Co., the Colorado Coal & Steel Works, and the Southern Colorado Coal & Iron Co. Stock is non-assessable.

An abstract of the report of 1886 was in V. 44, p. 400, showing gross earnings and net income as below stated.

EARNINGS AND EXPENSES.

	1885. Gross Earnings.	1885. Net Earnings.	1886. Gross Earnings.	1886. Net Earnings.
Coal department	$757,460	$134,030 }	$1,197,270	$285,400
Coke department	322,427	110,077 }		
Iron and steel dep't	562,236	loss 26,427	690,083	654,346
Iron mines dep't	7,937	loss. 2,096	.....	loss. 976
Real estate dep't	24,651	7,059	24,953	8,308
Miscellaneous earn'gs	4,729	4,729	5,140	5,140
Totals	$1,679,440	$227,373	$1,917,449	$333,611

INCOME ACCOUNT.

	1885.	1886.
Net earnings	$227,373	$333,611
Add income from investments, &c	10,743	8,650
Total	$238,116	$342,261
Less interest on bonds	209,940	209,940
Less interest, discount and exchange	2,432	.....
	$212,372	$209,940
Surplus	sur. $25,744	$132,321
Increase in 1886 over 1885		$106,577
Royalties earned and credited to coal, coke and real estate capital accounts during the year, included in operating expenses	$64,846	$60,657

In the real estate department the earnings are wholly from rentals of houses, lands, &c., containing no receipts from land sales. (V. 42, p. **336, 463**; V. 44, p. **400.**

Columbus & Hocking Coal & Iron Co.—The company was organized at Columbus, O., Jan. 26, 1883, and its general offices are at Columbus, O.; Mr. Walter Coffs, President. The N.Y. office is at 10 Wall St. The Central Trust Co. of N. Y. is trustee of the mortgage. The company owns large coal and iron properties, with extensive works thereon, in Ohio, and a full description of these was published in the CHRONICLE of Feb. 26, 1887, V. 44, p 278. The total property and assets on Jan. 1, 1887, as per balance sheet, were $5,657,535.

The gross earnings, operating expenses and net earnings of the company from March 1, 1883, to January 1, 1887, were as follows:

Date.	Gross earn'gs.	Oper. Exp.	Net earn'gs.
	$	$	$
March 1, '83, to April 1, '84..	1,667,282 10	1,527,747 79	139,534 31
April 1, '84, to April 1, '85..	800,584 90	700,041 94	100,542 96
April 1, '85, to April 1, '86..	1,220,924 37	1,060,505 88	160,418 49
April 1, '86, to Jan. 1, '87..	1,050,172 70	919,832 81	130,239 87

Interest charges per annum on bonds of $1,000,000, $60,000. —(V. 44, p. 278, 553.)

Consolidated Gas of New York.—This company was organized Nov. 11, 1884, under chapter 367, laws of New York, 1884. The companies merged in it were the New York Gaslight, the Municipal Gaslight, the Metropolitan Gaslight, the Manhattan Gaslight and the Harlem Gaslight. The total stock was $39,078,000, of which $3,647,940 was reserved for working capital and for indebtedness of old companies. —(V. 42, p. 22, 215.)

Consolidation Coal.—Annual report for 1886 was in V. 44, p. 210.

The gross receipts from mines, railroads, rents, &c. (incl'g value of st'k of coal on hand), were	1885. $2,055,313	1886. $2,039,427
Tot. expen's of every kind (excl. of int. & sink. fd., but incl. steel rails & all extraordin'ry outlays)	1,750,772	1,783,442
Net receipts	$304,540	$255,985

The int. and sink. f'd. in 1886 took $166,831; balance, surplus, $89,153.

Consolidated mortgage bonds are held to retire old bonds. This company guarantees also 2d mortg. bonds of the Cumberland & Pennsylvania, and assumes $135,000 of the Union Mining Co.'s bonds. The total bonded debt on lands and railroads is $2,417,500. (V. 42, p. **214**, V. 44, p. **210.**)

Equitable Gas Light Co.—Incorporated March 9, 1882. Owns three blocks between 39th and 42d Sts., First Ave. and East River; also 32 lots between 58th and 59th Sts. and 10th and 11th Aves. Total assets, Jan. 1, 1887, $5,128,242; mains about 79 miles; gas works valued at $2,032,520; real estate at $1,159,265. Office, 340 Third Ave. R. M. C. Graham, President.

International Ocean Telegraph Co.—The Western Union Co. operates the line by contract for 99 years from Jan. 1, 1882, paying 6 per cent per year on stock.

Gold & Stock Telegraph Co.—Operated by West. Un. Tel. Co. by contract for 99 years from Jan. 1, '82, at 6 per cent per annum on stock and bonds.

Iowa Railroad Land.—The total land owned was 34,979 acres March 31, 1886.

Iron Steamboat Co.—Property consists of seven iron steamboats. Bonds and stock listed in June, 1882. Stock, $2,000,000. Gross earnings in 1885-6, $337,707; net, $38,338. Paid interest on bonds, $28,-170; dividend on stock (3 per cent, Nov. '86), $60,000; deficiency, $49,832; but there was a surplus from previous year of $40,509, leaving deficit Oct. 1, 1886, $9,324. (V. 43, p. 452.)

Lehigh & Wilkesbarre Coal.—This company was organized Feb. 6, 1874. It is controlled by the Central RR. of New Jersey through ownership of a majority of the stock, and the Central of New Jersey owns $6,116,000 of the consol. mortgage bonds and $2,353,000 of the income bonds. The L. & W. Coal Co. also assumes and counts as part of its funded debt $747,500 bonds due 1891, and $500,000 bonds due 1897, of the Lehigh Coal & Nav. Co. The company was in receiver's hands with Central of New Jersey, and in March, 1882, the receiver was discharged and property returned to its stockholders. Mr. W. H. Tillinghast, Pres't, N. Y. City. The annual report for 1886 was in V. 44, p. 274. —(V. 42, p. **214**; V. 44, p. **274.**)

Mariposa Land & Mining.—There are outstanding only 15,000 shares, the balance being owned by company. Litigation has been in progress many years and nothing done on the estate.

Maryland Coal Co.—No late report. The business of 1882 included total shipments of 97,777 tons.

The profit and loss account in 1882 was as follows: Balance Jan. 1,

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. For explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable, and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
Lehigh & Wilkesbarre Coal—(Continued)—							
Sundry mortgages	....	....	$366,409	5, 6 & 7	....	N. Y., 160 Broadway.	.....
Inc'me bds,reg.(not cum.) $2,353,000 held by Cent. N.J.	....	$100&c.	3,472,300	7	M. & N.	do do	May 1, 1888
Mariposa Land & Mining—Stock	....	100	10,000,000	....	....	.....	.....
Preferred stock	....	100	5,000,000	....	....	.....	.....
Mortgage bonds	1875	1,000	250,000	....	J. & J.	New York.	Jan. 1, 1886
Maryland Coal—Stock	....	100	4,400,000	1½	....	.....	Jan. 1, 1876
Bond	....	1,000	161,000	7	M. & N.	N. Y., 135 Broadway.	Nov. 1, 1906
Mexican Telegraph—Stock	....	100	1,434,400	2½	Q.—J.	N. Y., Company's Office.	Apr. 9, 1887
New Central Coal—Stock	....	100	5,000,000	1	....	New York, Office.	M'ch 1, 1887
N. Y. Mutual Telegraph—Stock, guaranteed 6 per cent	....	25	2,500,000	3	J. & J.	N. Y., West. Un. Tel. Co.	Jan 1, 1887
1st mortgage bonds, gold, guar. by West. Union	1881	1,000	5,000,000	6	M. & N.	New York, 1st Nat. Bk.	May 1, 1911
New York & Perry Coal & Iron Co.—Stock	....	100	1,500,000	1¼	....	New York.	Apr. 25, 1887
New York & Texas Land (Limited)—Stock	....	50	1,500,000	30	....	.....	May, 1887
Land scrip receivable 75 per cent for lands	....	....	2,946,400	....	J. & J.	.....	.....
Debentures, registered	....	....	35,000	7	J. & J.	.....	1900
Northwestern Telegraph—Stock	....	50	2,500,000	25/16	J. & J.	N. Y. West. Un. Tel. Co.	Jan. 1, 1887
Bonds, interest guaranteed	....	....	1,180,000	7 g.	....	do do	Jan. 1, 1904
Oregon Improvement Co.—Stock	....	100	7,000,000	4	J. & D.	.....	Sept. 15, 1883
1st M., gold, sink. fd., $309,000 held in s. f., but draw int.	1880	1,000	5,000,000	6 g.	....	N.Y., Farmers' L.&T.Co	Dec. 1, 1910
Pacific Mail Steamship—Stock	....	100	20,000,000	1¼	Q.—F.	.....	Feb. 1, 1886
Pennsylvania Coal—Stock	....	50	5,000,000	4	M'thly	N. Y., 1 Broadway.	June 1, 1887
Philadelphia Company—(Natural Gas) Stock	....	50	6,500,000	1	....	Pittsburg.	Apr. 20, 1887
Postal Telegraph & Cable Co.—Stock ($21,000,000)	....	....	7,000,000	....	....	.....	.....
1st mortgage (for $10,000,000)	....	....	3,000,000	6	Q.—F.	N.Y.Am. Exch. Nat. Bk.	.....
Pullman Palace Car—Stock	....	100	15,927,200	2	Q.—F.	N. Y., Farm L. & T. Co.	May 16, 1887
Bonds, 4th series	1872	1,000	820,000	8	A. & O.	do do	Aug. 15, 1892
Bonds, debenture	1878	1,000	955,000	7	....	do do	Oct. 15, 1888
Quicksilver Mining—Common stock	....	100	5,708,700	40c.	....	.....	May, 1882
Preferred 7 per cent stock, not cumulative	....	100	4,291,300	1½	Q.—F.	.....	Feb. 15, 1887
Railroad Equipment Co.—Stock (for $1,500,000)	....	100	900,000	2½	Quar'ly	N,Y., Post, Martin & Co.	May 1, 1887
Coupon bonds. (See remarks below.)	Var's.	1,000	4,574,000	6	....	do do	Various.

1882, $16,780; balance credit coal account, $24,885—$41,666. Expenses—interest, $7,091; interest on bonds, $11,270; taxes, $7,781; salaries and expenses, $13,221; legal expenses, $501—$40,276; balance Jan. 1, 1883, $1,389.

Mexican Telegraph.—Company organized in 1878 under laws of New York State. Has a cable from Galveston to Tampico and Vera Cruz, 734 miles; land line, Vera Cruz to Mexico City, 267 miles. Has exclusive right for 50 years for all foreign telegrams to Mexico, except telegrams to and from a neutral zone on the United States border 156 miles wide, between the Gulf and Pacific Ocean. Company owns 1,362 shares of the Central & South American Telegraph Co. Revenues in '86, $221,001; expenses, $59,290; dividends, 8 p. c., $114,752; surplus, $46,959; total surplus Dec. 31, 1886, $68,745. Capital stock is $1,500,000. Jas. A. Scrymser, Prest., N. Y. (V. 42, p. 339; V. 44, p. 274.)

New Central Coal (Md.)—The annual report for 1886 in V. 44, p. 274, showed net profits for year of $7,818; and balance to credit of profit and loss Dec. 31, 1886, of $252,684. (V. 42, p. **271**; V. 44, p. **274**.)

New York Mutual Telegraph.—The Mutual Union Telegraph Co. was organized under New York State laws. Stock was $600,000 and afterward increased to $10,000,000. In Feb., 1883, a lease to Western Union for 99 years was agreed to at 1½ per cent yearly dividends on the stock and interest on the bonds. The organization was changed to the New York Mutual Telegraph Company and the stock was reduced to $2, 500,000, carrying dividends of 6 per cent per annum.

N. Y. & Perry Coal & Iron Co.—This company was organized under the laws of New York in June, 1885, as a reorganization of the N. Y. & Straitsville Coal & Iron Co., which was foreclosed. The assets, as per balance sheet, on Nov. 1, 1886, were $1,816,698, and debts practically nothing. A full exhibit was published in the CHRONICLE of Feb. 26, 1887, (V. 44, p. 277. Office, 15 State St., N. Y. City; C. R. Griggs, President.

New York & Texas Land—This company took the lands granted to the International and Houston & Great Northern railroads, about 5,000,000 acres, which were given in settlement to the holders of convertible and 2d mort. bonds. June 30, 1886, had 3,574,400 acres unsold. —(V. 44, p. 527.)

Northwestern Telegraph.—This company owns 8,000 miles of wire and is leased to Western Union for 99 years, with guaranteed dividends of 4 per cent at first, rising one-eighth per cent a year to 6 in 1897 and afterward. The bond interest is guaranteed.

Oregon Improvement Co.—This company owns $3,000,000 stock of the Seattle Coal & Transp. Co.; $575,000 stock of the Columbia & Puget Sound RR.; $1,969 900 stock of the Pacific Coast S. S. Co.; Floating debt Nov. 30, 1886, $704,230, and assets $685,219. It is proposed to issue $2,000,000 new stock, at par, to pay for improvements, &c. (see V. 44, p. 654). For year ending Nov. 30, 1886, gross earnings, $2,934,818; net, $726,003. Gross earnings Dec 1 to Mar 31 in 1886-87, $1,536,443, against $1,203,497 in 1885-86; net, $535,845, against $363,322. (V. 42, p. 125. 243, 365, 488. 601, 728; V. 43, p. 49, 191, **308**, 459, 579, 746; V. 44; p. 91, 212, 654.)

Pacific Mail Steamship.—The Pacific Railroads gave to the steamship company a monthly subsidy of $85,000 per month—this agreement terminable on 30 days' notice after Nov., 1885, and such notice was given in Feb., 1886, and the agreement stopped. The annual report for fiscal year ending April 30, 1886, was in the CHRONICLE, V. 42, p. 662. President, J. B. Houston, N. Y.

At the annual meeting of the stockholders in May, 1886, the following were re-elected directors for the ensuing year: Messrs. Jay Gould, Russell Sage, C. P. Huntington, Henry Hart, William Remsen, Edward Lauterbach, J. W. Shaw and J. B. Houston.

The following is a statement of the earnings and expenses for the years ending April 30:

EARNINGS.	1883-84.	1884-85.	1885-86
Atlantic Line	$991,094	$1,046,172	$957,810
Panama Line	1,790,907	1,848,781	1,604,536
Trans-Pacific Line	1,251,762	1,547,225	1,534,272
Australian Line	369,288	159,066	166,414
Austral'n and N. Zeal. subsidies	180,190	87,366	48,788
Cent. Am. and Mexican subsidies	105,500	100,250	101,000
Hawaiian Government subsidy	5,500	2,667	2,667
	1883-84.	1884-85.	1885-86.
Interest and divs. on investments.	$14,694	$14,766	$21,254
Miscellaneous	45,666	43,853	40,863
Exchange	33,278	6,047	3,331
Total	$4,787,899	$4,826,193	$4,479,939

EXPENSES.	1883-84.	1884-85.	1885-86.
Atlantic Line	$576,125	$579,028	$608,065
Panama Line	1,167,214	1,160,503	1,080,241
Trans Pacific Line	635,479	737,392	714,100
Australian Line	408,323	194,718	149,490
Agencies	392,785	413,185	457,367
Miscellaneous expenses	214,490	184,309	170,191
Total	$3,394,419	$3,269,138	$3,179,454
Net earnings	$1,393,480	$1,617,055	$1,300,485

No balance sheet to April 30, '86, was given in the annual report: —(V. 42, p. 126, 243, **662**; V. 43, p. 368; V. 44, p. 212.)

Pennsylvania Coal.—Liabilities at a minimum, and quarterly dividends of 4 per cent paid, with possible extras.

Philadelphia Company.—The company was incorporated by special act in Pennsylvania, March 20, 1871, as the Empire Contract Company, and after various changes took the present name June 11, 1884. It has absorbed a number of different companies and controls a large share of the natural gas production about Pittsburg and vicinity, owning or leasing 54,000 acres of gas territory and about 350 miles of pipes. The company began to pay dividends in Oct., 1885, and has since then paid 1 per cent monthly. For the six months ending Sept. 30, 1886, gross earnings from gas and oil were $732,374; net, $512,251; total disbursements, including dividends, $435,114; surplus, $77,137. Geo. Westinghouse, Jr., President, Pittsburg.

Postal Telegraph & Cable—Of the stock $7,000,000 is outstanding, $12,000,000 is held in trust, and balance remains in treasury. Mr. J. W. Mackey is the President. The name of the Postal Telegraph Co. was changed November, 1883. (See V. 37, p. 564). The Postal Telegraph Company sold all its property and franchises to the Postal Telegraph & Cable Co., which was organized under the laws of this State expressly for this purpose. In May, 1885, receivers were appointed, and a scheme for reorganization of the Postal Telegraph & Cable Co. was proposed, as stated in V. 40, p. 626, 645, by which the company will have no bonded debt and stock for $5,000,000 only. The present bonds will take new stock for 35 per cent of their face, and the old stock will receive 5 per cent of its amount in new. Foreclosure suit begun by Farmers' Loan & Trust Co. Nov., 1885, and sale took place Jan. 15, 1886, for a nominal price of $280,000. See V. 42, p. 94; (V. 42, p. 91. V. 43, p. 125.)

Pullman Palace Car.—The stock has been increased from time to time to provide new capital, as wanted, since the price, ruling above par, gave a bonus to stockholders when subscribing for new stock. Annual report for year ending July 31, '86, was in CHRONICLE, V. 43, p. 486. Income account for three years was as follows:

Revenue—	1883-84.	1884-85.	1885-86.
Earnings (leased lines included)	$3,912,510	$4,948,151	$5,075,383
Patent royalties, manuf. profits, &c.	543,947	667,477	548,129
Total revenue	4,456,457	5,613,628	5,623,512
Disbursements—			
Oper. expenses, &c. incl. leased lines	1,316,387	1,949,655	2,057,627
Paid other sleeping-car associations controlled and operated	136,556	708,005	802,176
Rentals of leased lines	264,000	162,529	66,000
Coupon interest on bonds	171,466	171,453	168,050
Dividends on capital stock	1,339,621	1,273,962	1,274,028
Contingency account	.....	100,000	100,000
Profit and loss	35,733	.....	.....
Total disbursements	3,263,763	4,365,604	4,467,881
Net result	1,192,694	1,248,024	1,155,631

—(V. 42, p. 23, **486**.)

Quicksilver Mining.—Bonds paid off July, 1879. The preferred stock is entitled to 7 p. ct. per annum, not cumulative, and any surplus goes to the common and preferred equally. A proposition in 1885 to retire the preferred stock with an issue of bonds was abandoned. See annual report for 1885-86 in V. 43, p. 72, showing net income for the year of $140,394; (V. 43, p. **72**.)

Railroad Equipment Co.—This company leases equipment to railroads on the "Car Trust" plan, taking obligations of the railroad companies running not over ten years at the utmost, which cover the principal and interest of the special series of bonds issued by the Equipment Co. running for similar periods. The title remains in the lessor till last payment is made, and then vests in the purchasing railroad. In the meantime the title is held in trust for bondholders and the bonds are virtually a mortgage on the rolling stock, till paid off.

St. Louis Bridge & Tunnel Railroad.—The railroad and tunnel were sold under the mortgage of 1873, July 1, 1878. Foreclosure under the first and second mortgages on the bridge was made Dec. 20, 1878. On July 1, 1881, the bridge and Tunnel Railroad were leased to the Mo. Pacific and Wabash St. Louis & Pacific for the term of their corporate charters, on the terms following, viz.: Of the stock $2,490,000 first preferred, by the terms of the lease, is guaranteed 6 per cent; $3,000,000 second preferred is guaranteed 3 per cent per annum. The railroad stock of $1,250,000 is guaranteed 6 per cent a year. The whole annual charge for rentals is $670,000, one-half payable by Missouri Pacific and one-half by Wabash. The common stock was held by the London Reorganization Committee, and under the lease was transferred to Mercantile Trust Company of N. Y. with power to vote thereon. In the year ending Dec. 31, 1885, gross earnings were $1,542,879; fixed charges and guar. divi'ds, $873,522; surplus balance, $71,042. In 1886 gross earnings, $1,534,212; net, $836,799; charges, $759,027; deficit $22,228—caused by Southwest strike.

Sterling Iron & Railway.—The property of this company, in Orange County N. Y., (and a few acres in Rockland) consists of 25,000 acres of land, with furnaces, &c., having a capacity of 15,000 tons of pig iron per year, and 7½ miles of railroad, houses, &c. The company endorses the $471,674 bonds of the Sterling Mountain Railway. A. W. Humphreys, President, 45 William Street, N. Y.

Subscribers will confer a great favor by giving immediate notice of any error discovered in these Tables.

DESCRIPTION. explanation of column headings, &c., see notes on first page of tables.	Date of Bonds	Size, or Par Value.	Amount Outstanding	INTEREST OR DIVIDENDS. Rate per Cent.	When Payable	Where Payable and by Whom.	*Bonds*—Principal, When Due. *Stocks*—Last Dividend.
St. Louis Bridge & Tunnel RR.—Bridge stock, common	----	$100	$2,500,000	----	----	----------	----------
1st preferred stock, guar	----	100	2,490,000	3	J. & J.	N. Y., Drexel, M. & Co.	Jan., 1887
2d preferred stock, guar	----	100	3,000,000	1½	J. & J.	do do	Jan., 1887
1st mortgage, new, sinking fund	1879	1,000	5,000,000	7 g.	A. & O.	New York and London.	April 1, 1928
Tunnel RR. of St. Louis, stock, guar	----	----	1,250,000	3	J. & J.	N. Y., Drexel, M. & Co.	Jan. 1, 1887
Southern & Atlantic Telegraph—Stock (guar. 5 per cent.)	----	25	948,875	2½	A. & O.	N.Y., West. Union Tel.	April, 1887
Sterling Iron & Railway.—Stock	----	50	2,300,000	----	----	----------	----------
Mortgage bonds, income, series "B"	1880	500 &c.	418,000	7	Feb.	New York.	April 1, 1894
Plain income bonds	1876	1,000	495,575	6	----	----------	Oct. 1, 1896
Sutro Tunnel—Stock	----	10	20,000,000	----	----	----------	----------
Mortgage (no bonds)	1877	----	997,863	----	----	London.	Jan. 1, 1891
Tennessee Coal Iron & RR. Co—Stock	----	----	10,000,000	1	----	N. Y. Fourth Nat. Bank	May 14, 1887
1st and 2d M. bds Tenn. Coal & RR. Co., Tracy City Div.	1879	200 &c.	196,800	6	A. & O.	New York City	April 1, 1894
3d M. Tenn. Coal & RR. Co	1879	1,000	100,000	6	M. & N.	N. Y., 4th Nat. Bank.	May 1, 1894
Consol. mort. Tenn. Coal Iron & RR. Co. ($1,000,000)	1881	1,000	578,000	6	M. & N.	do do	Nov. 1, 1901
So. Pitts. Div. 1st mort. T. C. I. & RR. Co	1882	1,000	669,000	6	F. & A.	Central Trust Co.	Feb. 1, 1902
General mort. ($500,000) Tenn. C. I. & RR. Co	1884	1,000	110,000	6	J. & J.	N. Y., 4th Nat. Bank.	May 15, 1914
Pratt Coal & Iron Co., 1st mortgage, Ala	1883	1,000	715,000	7	M. & N.	N. Y., Central Tr. Co.	Nov. 1, 1903
Alice Furnace Co., 1st bonds	1882	1,000	300,000	7	A. & O.	N.Y., Nat. Park Bank.	April 1, 1902
Consol. mort., gold, Birmingham, Ala., Div	1887	1,000	3,462,000	6 g.	J. & J.	N.Y., Fourth Nat. Bank.	Jan. 1, 1917
United Lines Telegraph—Stock	----	----	3,000,000	----	----	----------	----------
1st mortgage (subject to old lien of $300,000)	----	----	1,200,000	6	----	----------	----------
2d mortgage (for $3,600,000)	1885	----	(?)	3, 4, 5	----	1st coup. due July 1, '87	1915
United States Express—Stock	----	100	7,000,000	1	Q.—F.	New York, Office.	May 15, 1887
Wells, Fargo & Company Express—Stock	----	100	6,250,000	4	J. & J.	New York, Office.	Jan., 1887
Western Union Telegraph—Stock	----	100	81,200,000	1½ scrip.	Q.—J.	New York, Office.	April 15, 1886
Real estate bonds, gold, sinking fund	1872	1,000	1,373,000	7 g.	M. & N.	N. Y., Union Trust Co.	July 15, 1902
Bonds, coup. or reg., sinking fund 1 per cent	1875	1,000	4,920,000	7	M. & N.	N. Y., Treasurer's Office	July 16, 1900
Sterling bonds, coupon (sinking fund 1 p. ct. per annum)	1875	£100&c	901,044	6 g.	M. & S.	London, Morton, R. & Co	March 1, 1900

Sutro Tunnel.—Tunnel on Comstock Lode for facilitating mining operations. Receipts in 1885-6 $204,819; expenses, $83,418; interest paid, $121,534. Receipts in 1886-7 $266,553; expenses, $76,715; interest paid, $13,964. Suit for foreclosure is pending. Overdue interest about $675,681. (V. 43, p. 191; V. 44, p. 91.)

Tenn. Coal Iron & RR. Co.—This company, organized in 1881, has acquired the properties of the Sewanee Mining Co., the Southern States Coal Iron & Land Co., the Pratt Coal & Iron Co. in Alabama, and other valuable properties consisting of coal mines, iron mines, foundries, saw mills, &c., &c., and large tracts of coal and iron lands in Tennessee and Alabama See a full statement of the property in V. 44, p. 245. Enough of the consol. and Birmingham Division bonds are reserved to retire prior issues upon the respective properties. There are also $167,000 of the various issues held in sinking funds. In Oct., 1886, the Nashv. Chat. & St. Louis RR. bought the twenty miles of road belonging to the T. C. & I. Co., paying $500,000 6 per cent bonds for it. In Dec., 1886, stockholders of record on the 22d had the privilege of subscribing for $1,000,000 consol. gold bonds at par, *ex* the July, 1887, coupon, and with a bonus of $3,000,000 in new stock, or 100 per cent on prior holdings. E. Eusley, President, Pratt Mines, Ala. (V. 43, p. 431, 459, 518; V. 44, p. 91, 245, 204, 235, **245**, 401, 499.)

United Lines Telegraph.—This company was formed in August, 1885, as successor to the Bankers' & Merchants' Tel., sold in foreclosure July 31, 1885, subject to prior mort. of about $300,000. See account of sale and list of property sold in CHRONICLE, V. 41, p. 122. In Nov., 1886, C. P. Farrell of N. Y. was appointed receiver of the B. & M. property in Pennsylvania, and afterward appointed for New Jersey and Connecticut.

The Bankers' & Merchants' was sold in foreclosure July 31, 1885 (see V. 41, p. 122), and the plan of reorganization embraced the following points: The formation of a successor company with a capital stock of not more than $3,000,000. First mortgage by the new company on all of the property under which not more than $1,200,000 of bonds are to be issued, with interest thereon at 6 per cent. Second mortgage by the new company on all of the property under which not more than $3,600,000 of bonds are to be issued; the interest on these second mortgage bonds, however, is not to begin to run until the 1st of January, 1887, and then for the first two years only at 3 per cent, for the next two years at 4 per cent, and thereafter at 5 per cent. The general mortgage bonds outstanding were to receive a new $500 bond for each $1,000 bond, being scaled one-half. The stock to receive one new share in exchange for four old shares. (See INVESTORS' SUPPLEMENT of Dec., 1886, and prior issues, for further information.)

The lines have been operated under contract by the Postal Telegr'h Co. V. 42, p. 94, 207; V. 43, p. 66, 164, 264, 387, 488, 516, 608, 693.)

United States Express.—No reports. (V. 42, p. 632.)

Wells, Fargo & Company Express.—An increase in capital to $6,250,000 was made in 1879. No reports.

Western Union Telegraph.—On the practical consolidation with the Atlantic & Pacific in 1878 the Western Union had a monopoly of telegraphing business in the United States. In 1879 the American Union opposition line was started under the auspices of Mr. Jay Gould. The Western Union Co. divided up its surplus stock, making a scrip dividend of 17 per cent to stockholders of record June 20, 1879. On Jan. 19, 1881, was dated the grand consolidation, in which the Western Union raised its stock to $80,000,000, giving par, or $15,000,000, for the stock and bonds of the American Union; 60 per cent for old Atlantic & Pacific stock was given in new Western Union; and a stock distribution of 38 per cent to Western Union shareholders. An injunction was obtained against the stock distribution and litigation ensued, and the stock dividend was finally held to be legal by the N. Y. Court of Appeals in October, 1883.

The Mutual Union Telegraph made an opposition line, but in February, 1883, a lease was agreed upon. The Western Union also leases the American Cable, with a guarantee of 5 per cent per annum on its stock of $14,000,000.

In March, 1886, the company decided to pay the April dividend of 1½ per cent in scrip, as per statement in V. 42, p. 339, and in March, 1887, voted to issue $1,200,000 stock to take up this scrip, and new bonds to retire the stocks of several of the leased lines having guaranteed rentals.

The statement for the quarter ending Mar. 31, 1887 (partly estimated), was as follows, compared with the actual figures for same quarter in 1886:

	Quarter ending March 31 — Actual, 1886.		Estimated, 1887.
Quarter ending Mar. 31.—			
Net revenue		$750,846	$750,000
Deduct—			
Interest on bonds	$123,615	$123,470	
Sinking fund	19,991	20,000	
		143,606	143,470
Net income		$607,240	$606,530
Less dividend (1¼ p.c. in scrip)		$1,199,852	----------
Balance for quarter		def. $592,612	sur. $606,530

	Quarter ending March 31 — Actual, 1886.	Estimated, 1887.
Add nominal surplus on Dec. 31	$4,102,180	$6,171,810
Nominal surplus Mar. 31	$3,509,568	$5,778,340

From the annual report published in the CHRONICLE, V. 43, p. 458, the following is taken for the fiscal years ending June 30, 1886. The revenues, expenses and profits were as follows:

	1883-84.	1884-85.	1885-86.
Revenues for the year	$19,632,940	$17,706,834	$16,298,639
Expenses—			
Operating and gen. expenses	$9,278,761	$8,544,554	$3,510,658
Rentals of leased lines	1,842,690	1,822,543	1,892,347
Maintenance & reconstruction.	1,350,448	1,146,871	1,273,125
Taxes	301,077	301,732	499,592
Equipment of offices and wires.	249,528	190,210	203,061
Total expenses	$13,022,504	$12,005,910	$12,378,783
Profits	$6,610,436	$5,700,925	$3,919,856
Disbursements—			
For dividends	$5,599,179	$4,999,325	$3,399,573
For interest on bonds	472,350	495,072	494,461
For sinking funds	39,991	39,992	39,991
Total disbursements	$6,111,520	$5,534,389	$3,934,025
Balance of profits	$498,916	$166,536	def $14,169
Surplus July 1 (begin'g of yr.)	$3,658,553	$4,157,469	$4,324,004
Balance of profits for year	498,916	166,535	def. 14,169
Total nominal surplus June 30 (end of year)	$4,157,469	$4,324,004	$4,309,835

The report says:

"Whilst the volume of traffic has continued to increase, the tables show a material reduction in revenues, principally in the cable, gold and stock and commercial news earnings. It will be remembered that for one-half of the previous year the cable rates were fifty cents per word, with no competition; whilst during the year covered by the foregoing statement there was active competition; and for a portion of the year cable business was done at the twelve-cent rate, which had not been in operation long enough before the close of the year to develop the large increase in messages. Notwithstanding continued reductions in rates, the earnings from land lines service have been well maintained, the falling off in earnings from messages transmitted over the land lines being less than the increase from wire rentals. * * The average rate received for messages sent over the land lines operated by the company has been reduced to 30% cents per message, whilst the average cost pertaining to the conduct of the business of the company in the transmission and delivery of messages is reduced to a fraction under 24 cents per message, showing a reduction in the receipts of 12/10 cents per message, and a reduction in the cost of handling messages precisely the same. Of the increase of $373,000 in expenses, as compared with the previous year, $198,000 was in the item of taxes, $70,000 in line rentals and the remainder almost entirely in cable repairs."

The range in prices of stocks for a series of years has been: In 1881, 77@94; in 1882, 76⅛@93⅜; in 1883, 71⅜@88¼; in 1884, 49@78⅛; in 1885, 53⅛@81⅜; in 1886, to May 20, 70⅜@78⅛.

The following statement shows the mileage of lines and wires, number of offices, and traffic of the company, for each year from June 30, 1866, to June 30, 1886:

Year.	Miles of Poles & C'bl's.	Miles of Wire.	No. of Offices.	Messages.	Receipts.	Profits.
1865-66	37,380	75,686	2,250	----------	$ ----------	$ ----------
1866-67	46,270	85,291	2,565	5,879,282	6,568,925	2,624,919
1867-68	50,183	97,594	3,219	6,404,595	7,004,560	2,641,710
1868-69	52,099	104,584	3,607	7,934,933	7,316,918	2,748,801
1869-70	54,109	112,191	3,972	9,157,646	7,138,737	2,227,965
1870-71	56,032	121,151	4,606	10,646,077	7,637,448	2,532,661
1871-72	62,033	137,190	5,237	12,444,499	8,457,095	2,790,232
1872-73	65,757	154,472	5,740	14,456,832	9,333,018	2,757,962
1873-74	71,585	175,735	6,188	16,329,256	9,262,653	2,506,920
1874-75	72,833	179,496	6,565	17,153,710	9,564,574	3,229,157
1875-76	73,532	183,832	7,072	18,729,567	10,034,983	3,399,509
1876-77	76,955	194,323	7,500	21,158,941	9,812,352	3,140,127
1877-78	81,002	206,202	8,014	23,918,894	9,861,355	3,551,542
1878-79	82,987	211,566	8,534	25,070,106	10,960,640	4,800,440
1879-80	85,645	233,534	9,077	29,215,509	12,782,894	5,833,937
1880-81	110,340	327,171	10,737	32,500,000	14,393,543	5,908,279
1881-82	131,060	374,368	12,068	38,842,247	17,114,165	7,118,970
1882-83	144,294	432,726	12,917	41,181,177	19,454,902	7,660,350
1883-84	145,037	450,571	13,761	42,076,226	19,632,939	6,610,435
1884-85	147,500	462,283	14,184	42,096,583	17,706,833	5,700,924
1885-86	151,832	489,607	15,142	43,289,807	16,298,633	3,919,855

—(V. 42, p. 339, 729; V. 43, p. 309, **458**, 719; V. 44, p. 344, 495, 553.)

BANK STOCK LIST.

Companies.	Capital.		Surplus at latest dates.†	Dividends.			
Mkd. thus(*) are not Natl.	Par	Amount.		Period.	1885.	1886.	Latest.
		$	$				
America*	100	3,000,000	1,646,400	J. & J.	10	8	Jan., '87. 4
Am. Exch.	100	5,000,000	1,396,100	M. & N.	7	7	May, '87. 3½
Bowery	100	250,000	333,900	J. & J.	10	10	Jan., '87. 6
Broadway	25	1,000,000	1,471,700	J. & J.	20	20	Jan., '87. 8
Butch's'&Dr	25	300,000	278,400	J. & J.	8	8	Jan., '87. 4
Central	100	2,000,000	541,900	J. & J.	6	7	Jan., '87. 4
Chase	100	300,000	221,700	J. & J.	6	6	Jan., '87. 3
Chatham	25	450,000	430,800	Q.—J.	10	14	Apr., '87. 3
Chemical	100	300,000	5,035,700	Bi-m'ly.	100	100	May, 87. 15
Citizens'	25	600,000	347,700	J. & J.	7	7	Jan., 87. 3½
City	100	1,000,000	2,013,800	M. & N.	15	15	May, '87. 10
Columbia*	...	200,000	29,200	.....	.....	.....	.....
Commerce	100	5,000,000	3,113,100	J. & J.	8	8	Jan., '87. 4
Commercial	....	300,000	40,300	.....	.....	.....	.....
Continental	100	1,000,000	281,100	J. & J.	8	6½	Jan., '87. 4
Corn Exch.*	100	1,000,000	1,046,500	F. & A.	10	10	Feb., '87. 5
East River	25	250,000	149,300	J. & J.	8	8	Jan., '87. 4
11th Ward*	25	100,000	97,600	J. & J.	8	8	Jan., '87. 4
Fifth	100	150,000	184,800	J. & J.	6	6	Jan., '87. 3
Fifth Ave*	100	100,000	580,500	.....	.....	.....	.....
First	100	500,000	5,260,600	Q.—J.	40	40	Apr., '87.10
Fourth	100	3,200,000	1,310,100	J. & J.	10·49	8	Jan., '87. 4
Fulton	30	300,000	228,600	M. & N.	7	7	May, '87. 3½
Gallatin	50	1,000,000	1,160,400	A. & O.	10	10	Apr., '87. 5
Garfield	50	200,000	149,800	J. & J.	.....	.....	.....
Germ'nAm.*	75	750,000	179,900	F. & A.	6	6	Feb., '87. 3
Germ'n Ex.*	100	200,000	321,000	May.	.....	.....	May, '84.10
Germania*	100	200,000	349,000	M. & N.	8	9	May, '87. 5
Greenwich*	25	200,000	62,700	M. & N.	6	6	May, '87. 3
Hanover	100	1,000,000	820,100	J. & J.	7	7	Jan., '87. 3½
Home*	....	100,000	37,600	.....	.....	.....	.....
Imp. & Trad	100	1,500,000	3,276,800	J. & J.	14	14	Jan., '87. 7
Irving	50	500,000	228,000	J. & J.	9	8	Jan., '87. 4
Leather Mfr.	100	600,000	500,700	J. & J.	10	10	Jan., '87. 5
Lincoln	100	300,000	111,800	.....	.....	.....	.....
Madis'n Sq.*	100	200,000	15,500	J. & J.	.....	6	Jan., 87. 3
Manhattan*	50	2,050,000	936,900	F. & A.	7½	7	Feb., '87. 3½
Market	100	500,000	446,800	J. & J.	8	8	Jan., '87. 4
Mechanics'	25	2,000,000	1,419,400	J. & J.	8	8	Jan., '87. 4
Mech. & Tr*	25	200,000	104,500	J. & J.	7	8	Jan., '87. 5½
Mercantile	100	1,000,000	478,100	J. & J.	6	6	Jan., '87. 3
Merchants'	50	2,000,000	715,500	J. & J.	7	7	Jan., '87. 3½
Merch. Ex.	50	600,000	134,100	J. & J.	3	6	Jan., '87. 3
Metropolis*	100	300,000	341,300	J. & J.	7	7½	Jan., '87. 4
Mt. Morris*	100	100,000	115,900	J. & J.	6	6	Jan., '87. 3
Murr'y Hill*	50	100,000	201,500	Q.—J.	16	16	Apr., '87. 4
Nassau*	100	500,000	122,500	M. & N.	8	8	May, '87. 4
New York	100	2,000,000	1,509,600	J. & J.	10	10	Jan., '87. 5
N. Y. County	100	200,000	43,400	J. & J.	8	8	Jan., '87. 4
N. Y. N. Ex.	100	300,000	111,700	F. & A.	6	6	Feb., '87. 3
Ninth	100	750,000	244,400	J. & J.	7	7	Jan. '87. 3½
Nine'th W'd*	....	100,000	6,400	.....	.....	.....	.....
N. America*	70	700,000	280,500	J. & J.	6	6	Jan., '87. 3
North Riv'r*	30	240,000	77,700	J. & J.	8	8	Jan., '87. 4
Oriental*	25	300,000	305,500	J. & J.	10	10	Jan., '87. 5
Pacific*	50	422,700	255,200	Q.—F	9	8	May, '87. 2
Park	100	2,000,000	1,718,700	J. & J.	8	8	Jan., '87. 4
People's*	25	200,000	160,600	J. & J.	10	10	Jan., '87. 5
Phenix	20	1,000,000	264,000	J. & J.	6	6	Jan., '87. 3
Prod. Exch.*	100	1,000,000	154,000	.....	3	7	Apr., '87. 2
Republic	100	1,500,000	696,500	J. & J.	6	6	Jan., '87. 3
River Side*	....	100,000	100	.....	.....	.....	.....
St. Nicholas*	100	500,000	204,600	J. & J.	8	6	Jan., '87. 3
Seaboard	100	500,000	126,700	J. & J.	.....	5	Jan., '87. 2½
Seventh W'd	100	300,000	85,600	J. & J.	3	6	Jan., '87. 3
Second	100	300,000	129,700	J. & J.	.....	.....	Jan., '87. 5
Shoe & L'thr	100	500,000	242,400	J. & J.	8	8	Jan., '87. 4
Sixth	100	200,000	75,900	J. & J.	8	8	Jan., '87. 4
State of N.Y*	100	1,200,000	415,400	M. & N.	8	8	May, '87. 4
Third	100	1,000,000	207,600	J. & J.	3½	6	Jan., '87. 3
Tradesmen's	40	1,000,000	240,600	J. & J.	6	6	Jan., '87. 3
Twelf. Ward*	....	100,000	9,200	.....	.....	.....	.....
U. States	100	500,000	516,900	Q.—J.	.....	8	Apr., '87, 2
Western	....	3,500,000	1,200	.....	.....	.....	.....
West Side*	100	200,000	141,200	J. & J.	10	10	Jan., '87. 5

† May 13, 1887, for National banks and March 12, 1887, for State banks.

LOCAL GAS COMPANIES' STOCKS AND BONDS.

The following is a list of the stocks and bonds of gas companies in New York and Brooklyn, with details of interest, dividends, &c. Quotations for these will be found in the Commercial and Financial Chronicle each week.

Gas Companies.	Par.	Amount.	Dividends and interest. Period.	Rate.	Date.
Brooklyn Gas-Light	25	2,000,000	Various	4	May 5, '87
Citizens' Gas-Light (Brooklyn)	20	1,200,000	Various	3	Jan., 1887
Bonds	1,000	250,000	A. & O.	5	.....
Consolidated Gas	100	35430000	J. & D.	1½	Dec., 1886
Jersey City & Hoboken	20	756,000	Quar.	2½	May, 1887
Metropolitan Bonds	1,000	700,000	F. & A.	3	1902
Mutual (N. Y.)	100	3,500,000	Quar.	2	Jan., 1887
Bonds	1,000	1,500,000	M. & N.	3	1902
Nassau (Brooklyn)	25	1,000,000	Various	2	Apr. 1, '87
Scrip	Var's.	700,000	M. & N.	2½	May 1, '87
People's (Brooklyn)	10	1,000,000	Quar.	1½	Mch., 1887
Bonds, 7 per cent	1,000	400,000	M. & N.	3½	May 1, '87
Bonds, 6 per cent	Var's.	100,000	A. & O.	3	Apr. 1, '87
Williamsburgh	50	1,000,000	Quar.	3	May 20,'87
Bonds	1,000	1,000,000	A. & O.	3	1899
Metropolitan (Brooklyn)	100	1,000,000	J. & J.	3	Jan., 1887
Municipal Bonds	1,000	750,000	M. & N.	3½	1899
Fulton Municipal	100	3,000,000	.....	3	Apr.15,'87
Bonds	.....	300,000	J. & J.	6	1899
Equitable	100	2,000,000	.....	2	Apr. 1,'87
Bonds	1,000	1,000,000	F. & A.	6	1900

INSURANCE STOCK LIST.

Companies.	Capital.		Net Surplus, Jan. 1, 1887.*	Dividends.			
	Par.	Amount.		1884.	1885.	1886.	Last Paid.
		$	$				
American†	50	400,000	701,272	10	10	10	Jan., '87. 5
Amer. Exch.	100	200,000	25,736	10	10	8	Jan., '87. 4
Bowery	25	300,000	278,683	12	12	12	Jan., '87. 6
Broadway	25	200,000	340,583	14	13	12	Feb., '87. 6
Brooklyn (‡)	17	153,000	256,686	15	15	15	Jan., '87. 7½
Citizens' ††	20	300,000	329,190	10	6·50	6·50	Jan., '87. 3½
City	70	210,000	174,118	10	9	8	Feb., '87. 4
Clinton	100	250,000	50,281	10	10	10	Jan., '87. 5
Comm'nw'th	100	500,000	21,219	.....	.....	.....	.....
Continental †	100	1,000,000	1,374,856	15·40	15·40	15·40	Jan., '87.7·70
Eagle	40	300,000	660,579	15	15	15	Apr., '87. 7½
Empire City	100	200,000	87,500	6	6	6	Jan., '87. 3½
Exchange	30	200,010	113,924	7	.....	7	Feb., '87. 3½
Farragut	50	200,000	116,338	10	10	10	Jan., '87. 5
Fire Ass'n	100	200,000	29,632	.....	.....	.....	.....
Firemen's	17	204,000	65,736	8	7	8	Jan., '87. 4
German Am.	100	1,000,000	2,344,273	14	14	15	Jan., '87.10
Germania	50	1,000,000	638,083	10	10	10	Jan., '87. 5
Globe	50	200,000	122,073	10	10	10	Jan., '87. 5
Greenwich	25	200,000	465,811	30	10	10	Jan., '87. 5
Guardian	100	200,000	25,716	3	6	6	Jan., '87. 3
Hamilton	15	150,000	119,483	10	10	10	Jan., '87. 5
Hanover	50	1,000,000	540,903	10	10	10	Jan., '87. 5
Home	100	3,000,000	1,413,795	10	10	10	Jan., '87. 5
Howard	40	400,000	81,398	none.	none.	3	Jan., '87. 3
Jefferson ††	30	200,010	277,382	10	10	10	Mar., '87. 5
Kings Co.(‡)	20	150,000	184,065	20	20	20	Jan., '87.10
Knick'bock'r	30	210,000	94,004	6	6	6	Jan., '87. 3
Lafayette(‡)	50	150,000	64,755	10	8	8	Jan., '87. 4
Long Isl.(‡) †	50	300,000	47,402	10	10	7	Jan., '87. 4
Man.& Build.	100	200,000	187,338	6	6	8	Apr., '87. 2
Mech'nics' (‡)	50	250,000	24,704	10	5	.....	Jan., '85. 5
Mercantile	50	200,000	21,307	3	6	6	Jan., '87. 3
Merchants'	50	200,000	78,376	5	9	7	Jan., '87. 3
Montauk(‡)	50	200,000	38,403	10	10	10	Jan., '87. 5
Nassau(‡)	50	200,000	180,326	10	10	10	Jan., '87. 5
National	37½	200,000	66,263	9	8	8	Jan., '87. 4
N.Y. Eq'table	35	210,000	327,913	12	12	12	Jan., '87. 6
N.Y. Fire	100	200,000	90,677	8	.....	8	Feb., '87. 4
Niagara	50	500,000	489,340	10	10	10	Jan., '87. 5
North River	25	350,000	78,846	8	6	8	Apr., '87. 4
Pacific	25	200,000	362,920	14	12	12	Jan., '87. 6
Park	100	200,000	41,150	10	10	10	Jan., '87. 5
People's	50	200,000	62,617	10	10	10	Jan., '87. 5
Peter Cooper	20	150,000	214,760	12	12	12	Jan., '87. 6
Phenix(‡)	50	1,000,000	557,086	10	10	10	Jan., '87. 5
Rutgers'	25	200,000	167,242	11	10	10	Jan., '87. 5
Standard	50	200,000	145,257	7	7	7	Jan., '87. 3½
Sterling	100	350,000	10,517	4	none.	2·50	Aug., '86. 2½
Stuyvesant	25	200,000	107,671	10	9	10	Jan., '87. 5
Unit'd States	25	250,000	260,293	10	10	10	Jan., '87. 6
Westchester	10	300,000	310,510	10	10	10	Feb., '87. 5
W'msbg C.(‡)	50	250,000	563,246	20	20	20	Jan., '87.10

* Over all liabilities, including re-insurance, capital and scrip.
† Surplus includes scrip. (‡) Brooklyn.

CITY HORSE RAILROAD STOCKS AND BONDS.

Railroads.	Par.	Amount.	Dividends and interest. Period.	Rate.	Date. *
Atlantic Avenue (Brooklyn)	50	$700,000	Q'rt'rly.	2	Jan., 1887
Bonds	1,000	500,000	.....	5-7	1885 & '94
Bleecker St. & Fult. F.—Stock	100	900,000	J. & J.	¾	Jan., 1887
1st mortgage	1,000	700,000	J. & J.	7	July, 1900
Broadway & 7th Ave.—Stock	100	2,100,000	Q.—J.	3	Jan., 1886
1st mortgage	1,000	1,500,000	J. & D.	5	June, 1904
2d mortgage	1,000	500,000	J. & J.	5	1914
Broadway (Brooklyn)	100	525,000	... .	3	July, 1886
1st mortgage	1,000	250,000	....	7	1889
2d mortgage	1,000	100,000	....	6	1889
Brooklyn City—Stock	10	2,000,000	Q.—F.	2	May, 1887
1st mortgage	1,000	800,000	J. & J.	5	Jan., 1902
Brooklyn City & Newtown	100	1,000,000	....	1½	.....
1st mortgage	1,000	400,000	.....	7	1890
Brooklyn Crosstown—Stock	100	200,000	A. & O.	4	Apr., 1887
1st mortgage bonds	1,000	400,000	J. & J.	7	1888
Bushwick Av. (Brooklyn)—Stk	100	500,000	Q.—F.	2	Aug., 1886
1st mortgage	1,000	400,000	J. & J.	6	1902
Central Crosstown—Stock	100	600,000	Q.—J.	1¾	Apr., 1887
1st mortgage	1,000	250,000	M. & N.	6	Nov., 1922
Cent. Park N. & E. Riv.—Stock	100	1,800,000	Q.—J.	1½	Apr., 1887
Consol. mortgage bonds	1,000	1,200,000	J. & D.	7	Dec. 1902
Christopher & 10th St.—Stock	100	650,000	Q.—F.	1¾	Apr., 1887
Bonds	1,000	100,000	A. & O.	7	1898
Coney Island & Brooklyn	100	500,000	.....	3	Aug., 1884
3d mortgage	1,000	75,000	J. & J.	7	1887
Consolidated	1,000	125,000	J. & J.	5	1903
D. D. E. B. & Battery—Stock	100	1,200,000	Q.—F.	2	May, 1887
1st mortgage, consol	500 &c	900,000	J. & D.	7	June, 1893
Scrip	100	1,200,000	F. & A.	6	Feb., 1914
Eighth Avenue—Stock	100	1,000,000	Q.—J.	1½	Apl., 1887
Scrip	100	1,000,000	F. & A.	6	1914
42d & Grand St. Ferry—Stock	100	748,000	Q.—F.	2½	Feb., 1887
1st mortgage	1,000	236,000	A. & O.	7	Apr., 1893
Grand St. & Newtown (Bk'lyn)	100	170,000	....	2½	Jan., 1886
1st mortgage	1,000	175,000	F. & A.	7	1896
Houst. W. St. & Pav. F'y—Stk	100	250,000	Q.—F.	2	Feb., 1886
1st mortgage	500	500,000	J. & J.	7	July, 1894
Ninth Avenue	100	800,000	.....	3	Mar., 1886
Second Avenue—Stock	100	1,862,000	J. & J.	5	Jan., 1887
1st mortgage	1,000	400,000	M. & N.	5	Nov., 1909
Consol	1,000	1,050,000	M. & N.	7	May, 1888
Sixth Avenue—Stock	100	1,500,000	F. & A.	2	Apr., 1887
1st mortgage	1,000	500,000	J. & J.	7	July, 1890
Third Avenue—Stock	100	2,000,000	Q.—F.	3	Feb., 1886
Bonds	1,000	2,000,000	J. & J.	7	Jan., 1890
Twenty-Third Street—Stock	100	600,000	F. & A	2½	May, 1887
1st mortgage	1,000	250,000	M. & N.	7	May, 1893

* This column shows last dividend on *stocks*, and date of maturity of *bonds*.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Alabama Great Southern—	$	$	$	$	$	$	$	$	$	$	$	$	$
1883.....(296 m.)..	84,595	82,451	89,615	73,414	78,359	72,225	72,345	92,043	96,386	112,563	108,838	108,995	1,071,829
1884.....(296 m.)..	88,313	89,276	96,157	85,306	88,543	79,749	73,900	86,087	95,270	109,734	123,688	149,079	1,165,102
1885.....(296 m.)..	104,791	98,450	97,303	82,331	88,224	68,011	70,062	77,351	90,523	104,273	98,637	115,700	1,076,186
1886.....(296 m.)..	94,152	90,391	98,839	85,872	78,275	88,345	82,004	97,756	104,428	124,072	131,878	128,014	1,213,686
1887.....(296 m.)..	127,791	124,205	119,218	110,954	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atchison Topeka & Santa Fe—													
1883.....(2,219 m.)..	1,065,794	1,033,534	1,415,514	1,278,154	1,314,913	1,261,085	1,325,710	1,452,906	1,362,983	1,549,834	1,536,274	1,312,739	15,909,440
1884.....(2,259 to 2,340 m.)..	1,172,348	1,167,020	1,404,056	1,306,000	1,343,362	1,254,029	1,301,639	1,391,319	1,513,646	1,742,060	1,461,922	1,235,082	16,291,883
1885.....(2,375 to 2,396 m.)..	1,115,698	1,094,748	1,340,135	1,297,825	1,184,080	1,218,772	1,181,784	1,243,900	1,385,585	1,676,075	1,603,413	1,253,374	15,571,308
1886.....(2,404 to 2,437 m.)..	892,263	1,057,407	1,309,352	1,261,479	1,108,173	1,252,754	1,303,110	1,341,951	1,466,246	1,687,348	1,719,355	1,524,929	15,984,307
1887.....(2,445 m.)..	1,312,592	1,236,163	1,702,928	*1073924	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington Cedar Rap. & No.—													
1883.....(690 to 713 m.)..	197,402	187,001	252,013	218,252	208,672	216,616	195,989	232,522	240,357	307,640	308,200	261,207	2,846,771
1884.....(713 to 889 m.)..	213,863	201,964	217,349	217,576	221,573	206,418	195,970	216,590	261,16	281,413	274,132	288,415	2,790,459
1885.....(938 to 990 m.)..	223,719	202,537	272,369	245,457	239,385	230,451	224,381	225,824	299,973	349,503	313,006	295,900	3,093,514
1886.....(990 to 1,066 m.)..	177,563	207,548	241,043	209,140	211,355	218,124	209,735	248,435	297,853	316,204	290,670	306,779	2,933,309
1887.....(1,039 m.)..	229,208	195,93-	280,875	235,216	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Iowa—													
1883.....(276 to 401 m.)..	82,593	80,387	115,615	100,480	115,120	102,282	107,874	129,005	131,513	152,509	157,078	117,441	1,392,587
1884.....(401 to 490 m.)..	113,702	99,154	114,720	122,700	121,898	109,751	97,212	124,231	149,950	154,381	122,196	118,297	1,448,258
1885.....(490 m.)..	86,247	85,09-	127,397	92,152	88,777	86,739	85,079	113,565	142,044	147,943	123,940	127,497	1,307,372
1886.....(500 m.)..	82,047	102,357	111,648	95,003	108,492	97,459	99,956	117,022	124,254	133,365	123,845	126,737	1,323,625
1887*.....(509 m.)..	110,014	98,419	130,288	90,88-	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chesapeake & Ohio—													
1883.....(502 m.)..	251,970	253,446	337,795	298,630	331,173	323,845	335,20-	381,746	365,474	375,815	345,306	306,385	3,906,793
1884.....(502 m.)..	280,621	266,072	313,542	305,211	287,497	257,362	320,938	348,187	303,103	279,181	276,079	308,912	3,538,605
1885.....(502 m.)..	292,010	218,094	268,775	260,002	247,112	249,522	289,214	290,198	306,997	307,430	284,680	314,195	3,361,235
1886.....(502 m.)..	291,109	273,241	338,154	317,162	307,393	322,709	405,509	410,966	388,292	372,031	358,551	340,181	4,006,048
1887.....(502 m.)..	316,592	295,500	355,496	*357,953	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elizabeth, Lex. & Big Sandy—													
1883.....(139 m.)..	47,893	55,408	53,045	47,540	56,629	56,022	63,435	75,831	76,934	70,695	58,05-	51,530	713,103
1884.....(139 m.)..	47,388	45,949	57,519	56,403	57,646	58,056	74,856	83,172	76,252	68,574	71,22-	65,584	762,627
1885.....(139 m.)..	55,641	48,082	53,307	55,588	49,929	52,761	58,050	62,832	72,519	70,932	68,29-	57,732	705,467
1886.....(139 m.)..	59,278	63,031	74,284	65,74-	63,128	67,411	95,849	91,028	95,802	90,674	80,85-	80,846	937,529
1887.....(139 m.)..	70,651	68,429	81,038	*72,153	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Alton—													
1883.....(849 m.)..	646,386	557,384	686,604	600,878	646,730	667,508	731,503	886,556	934,945	901,619	801,18-	749,220	8,810,610
1884.....(849 m.)..	666,642	578,284	697,919	607,281	652,661	668,070	730,944	859,904	916,964	889,037	753,857	692,712	8,709,275
1885.....(849 m.)..	646,835	537,322	680,851	591,037	591,091	591,200	968,303	726,005	755,825	767,047	733,038	703,926	7,993,170
1886.....(849 m.)..	557,841	542,137	612,647	576,034	595,585	637,484	715,196	741,252	777,414	808,942	758,417	737,121	8,060,640
1887.....(849 m.)..	672,509	584,409	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Burlington & Quincy—													
1883.....(3,229 to 3,322 m.)..	1,625,680	1,611,021	2,336,584	1,824,150	2,009,872	1,937,916	1,824,705	2,495,124	2,909,165	2,742,480	2,502,773	2,170,918	26,110,388
1884.....(3,322 to 3,467 m.)..	1,648,220	1,971,013	2,108,028	1,832,451	1,981,127	2,077,182	1,735,199	2,447,495	2,707,110	2,683,597	2,233,891	2,060,299	25,483,612
1885.....(3,467 to 3,648 m.)..	1,602,484	1,601,915	2,039,110	2,005,070	2,081,904	1,992,485	1,812,834	2,224,304	2,640,035	2,858,208	2,318,054	2,320,975	26,358,427
1886.....(3,648 to 4,036 m.)..	1,380,983	1,830,275	2,229,172	1,952,740	1,981,677	2,148,332	2,330,741	2,748,17-	2,724,588	2,770,774	2,250,340	2,308,431	26,728,408
1887.....(4,036 m.)..	1,985,385	1,847,235	2,952,092	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Eastern Illinois—													
1883.....(240 to 251 m.)..	138,864	112,389	139,583	123,769	128,679	144,143	120,693	158,061	158,226	145,021	149,908	140,040	1,659,257
1884.....(251 m.)..	125,425	107,467	111,048	108,547	112,300	123,577	128,392	150,514	153,874	150,577	135,400	132,985	1,549,115
1885.....(251 m.)..	127,034	109,252	146,726	116,096	120,510	116,812	114,032	146,739	169,714	175,961	161,011	164,065	1,673,942
1886*.....(247 m.)..	133,883	129,142	143,023	135,557	116,920	128,524	141,250	165,068	167,306	173,990	164,781	170,375	1,772,705
1887*.....(247 m.)..	155,930	141,108	168,074	151,634	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago Milwaukee & St. Paul.—													
1883.....(4,520 to 4,760 m.)..	1,359,199	1,257,046	2,043,730	1,972,271	2,033,514	2,023,181	1,829,285	1,851,209	2,220,684	2,531,128	2,387,662	2,150,913	23,659,823
1884.....(4,760 to 4,804 m.)..	1,467,097	1,317,054	1,788,726	1,948,636	1,985,768	1,919,902	1,949,545	1,825,348	2,201,241	2,539,796	2,308,877	2,218,998	23,470,988
1885.....(4,804 to 4,932 m.)..	1,517,397	1,345,496	2,081,071	1,927,284	1,875,231	1,865,4 48	1,803,076	1,799,911	2,275,278	2,892,474	2,638,420	2,336,256	24,413,273
1886.....(4,932 to 5,131 m.)..	1,445,174	1,563,901	2,033,614	1,793,803	1,767,069	2,004,222	2,033,727	1,971,500	2,553,971	2,708,677	2,469,313	2,250,241	24,718,404
1887*.....(5,201 to 5,273 m.)..	1,491,000	1,525,000	2,212,000	1,980,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago & Northwestern—													
1883.....(3,580 to 3,761 m.)..	1,357,022	1,311,395	2,095,292	1,754,379	2,157,206	2,213,021	2,160,631	2,403,459	2,647,998	2,793,991	2,368,542	1,760,556	25,024,092
1884.....(3,761 to 3,843 m.)..	1,502,418	1,504,100	1,766,940	1,822,165	2,076,829	1,996,275	1,976,177	2,027,982	2,346,914	2,523,843	1,990,509	1,951,746	23,491,898
1885.....(3,843 m.)..	1,512,680	1,479,803	1,986,542	1,770,820	1,932,756	1,997,679	2,036,803	1,922,235	2,552,324	2,878,469	2,259,541	1,971,397	24,301,038
1886.....(3,943 to 4,060 m.)..	1,328,107	1,678,500	1,986,025	1,720,017	1,917,902	2,118,448	2,146,493	2,348,476	2,746,150	2,810,966	2,382,000	2,174,554	25,348,847
1887.....(4,101 m.)..	1,723,173	1,614,180	2,374,78-	1,893,334	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. St. Paul Minn. & Omaha—													
1883.....(1,150 to 1,280 m.)..	308,465	283,601	438,521	420,339	449,584	442,878	444,393	495,020	523,492	673,880	583,185	442,987	5,515,285
1884.....(1,307 to 1,318 m.)..	350,283	331,453	463,952	567,968	513,349	466,514	456,769	469,130	527,884	642,460	540,959	444,190	5,784,932
1885.....(1,318 to 1,325 m.)..	331,452	307,043	458,824	494,802	478,152	470,508	472,523	476,229	600,905	699,884	588,287	465,811	5,814,810
1886.....(1,339 m.)..	339,521	395,600	529,653	479,187	458,925	490,271	493,340	493,057	618,411	652,650	636,122	583,499	6,153,296
1887.....(1,395 m.)..	371,701	399,268	580,151	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cin. Ind. St. Louis & Chicago—													
1883.....(342 m.)..	191,782	141,256	226,484	193,141	205,540	199,929	190,123	246,517	249,886	249,507	211,264	177,395	2,482,824
1884.....(342 m.)..	170,518	122,686	201,150	197,822	205,195	192,438	209,515	244,117	250,988	241,145	199,313	203,093	2,434,780
1885.....(342 m.)..	203,414	172,544	221,186	180,999	192,175	179,276	177,087	206,847	219,250	220,299	194,678	205,700	2,373,497
1886.....(342 to 367 m.)..	195,995	199,168	228,209	183,831	191,698	195,997	213,631	236,482	245,523	247,953	208,429	240,977	2,591,593
1887.....(297 m.)..	216,108	196,671	*231,880	*197,344	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cincinnati N. O. & Texas Pac.—													
1883.....(336 m.)..	185,720	154,127	227,475	173,116	208,208	208,826	228,358	241,133	239,787	260,333	234,425	234,687	2,596,195
1884.....(336 m.)..	188,236	164,371	233,273	216,820	221,937	212,051	226,702	238,451	242,797	242,381	231,136	236,030	2,658,185
1885.....(336 m.)..	201,647	196,079	222,242	194,008	187,247	206,380	222,920	238,185	241,245	257,163	252,670	261,716	2,681,547
1886.....(336 m.)..	199,715	206,294	243,870	204,017	195,884	232,067	259,751	259,966	250,310	280,920	272,584	271,105	2,882,172
1887.....(336 m.)..	205,194	252,818	272,258	248,523	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev. Col. Cin. & Ind.—													
1883.....(391 m.)..	311,583	315,784	373,344	304,401	340,085	359,273	361,876	447,618	424,719	391,980	374,645	337,842	4,342,803
1884.....(391 m.)..	277,759	302,905	316,147	294,113	302,200	300,649	309,078	344,482	349,927	372,907	326,301	325,125	3,811,743
1885.....(391 m.)..	287,001	250,015	290,145	257,245	264,032	294,490	287,034	341,161	360,209	392,084	329,395	345,688	3,699,439
1886.....(391 m.)..	245,743	292,540	314,322	281,588	309,321	333,741	348,131	408,538	442,995	408,683	374,124	382,458	4,134,118
1887.....(391 m.)..	314,286	288,415	400,904	*303,349	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver & Rio Grande—													
1883.....(1,315 to 1,679 m.)..	463,702	457,535	548,580	500,531	626,018	678,781	709,825	690,603	663,664	720,445	635,858	557,939	7,361,546
1884g.....(1,317 m.)..	430,302	347,586	340,873	480,101	494,230	526,477	483,119	476,356	521,957	567,285	462,459	421,359	5,552,104
1885g.....(1,317 m.)..	40,341	395,308	491,463	449,659	465,326	525,341	551,963	562,744	588,694	626,363	572,983	504,179	6,119,054
1886g.....(1,317 m.)..	401,903	427,747	497,183	484,654	510,068	555,386	610,082	614,639	646,534	703,260	648,907	635,215	6,738,078
1887.....(1,317 m.)..	545,620	552,230	693,376	*582,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Tenn. Va. & Ga.—													
1883.....(902 to 1,098 m.)..	323,241	312,522	339,151	272,322	283,157	304,897	311,784	392,564	394,434	455,503	409,065	374,945	4,144,275
1884 .. ..(1,098 m.)..	317,988	320,392	331,100	291,519	295,461	307,810	278,037	312,723	399,311	412,289	380,180	376,803	3,993,622
1885.....(1,098 m.)..	427,885	311,894	324,400	276,698	276,871	274,476	288,824	329,249	379,424	411,389	400,781	408,554	4,120,436
1886.....(1,098 m.)..	324,032	341,386	344,023	277,376	284,152	329,398	331,046	364,811	394,389	456,617	421,372	420,619	4,269,212
1887.....(1,098 m.)..	422,487	390,283	414,382	*348,753	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flint & Pere Marquette—													
1883.....(347 to 361 m.)..	190,179	164,954	233,366	237,517	229,044	208,322	184,427	203,805	204,863	257,779	234,617	199,695	c2,542,943
1884.....(361 m.)..	186,792	189,589	218,759	217,660	223,298	179,343	172,853	174,348	172,139	188,007	158,315	171,844	2,252,988
1885.....(361 m.)..	143,850	129,572	158,108	168,812	174,045	161,100	151,702	155,697	167,754	180,464	177,698	177,501	1,946,799
1886.....(361 m.)..	152,044	157,849	201,677	203,161	190,670	169,733	179,739	168,925	179,155	186,394	177,816	193,569	2,160,773
1887*.....(361 m.)..	171,305	173,500	233,446	220,081	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gulf Colorado & Santa Fe—													
1883.....(482 to 534 m.)..	173,044	150,186	148,406	132,203	151,730	144,067	163,452	181,956	212,507	241,771	226,715	187,614	2,116,641
1884.....(536 m.)..	138,414	124,959	121,676	126,285	133,637	125,504	126,432	131,652	185,271	211,091	160,656	142,048	1,727,595
1885.....(536 to 590 m.)..	92,297	85,708	93,634	85,136	116,103	124,426	139,430	150,963	211,163	304,773	243,044	200,732	1,849,429
1886.....(625 to 729 m.)..	154,223	135,788	146,909	109,067	153,191	*161,358	*191,933	*178,703	*210,992	*261,694	*292,631	*234,084	2,288,048
1887*.....(785 m.)..	189,081	180,181	189,658	166,843	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ill. Cent.—Ill. Line & So. Div.—													
1883.....(1,498 to 1,526 m.)..	979,717	847,439	931,933	699,370	748,803	762,403	772,702	924,622	1,045,962	1,183,468	1,119,810	1,021,574	11,039,633
1884.....(1,526 to 1,666 m.)..	826,572	813,699	844,649	782,830	788,809	727,050	704,243	837,443	916,065	1,078,544	1,009,074	1,059,505	10,478,442
1885.....(1,666 m.)..	915,957	898,715	974,800	789,766	822,385	764,607	723,007	840,891	934,220	1,112,719	1,009,330	1,126,490	10,942,926
1886.....(1,666 to 1,953 m.)..	782,749	857,753	820,810	694,799	774,146	793,675	845,538	946,919	970,192	1,138,385	1,038,599	1,112,721	10,776,187
1887.....(1,953 m.)..	959,918	833,506	995,807	*799,599	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leased Lines in Iowa—													
1883.....(402 m.)..	121,942	126,824	204,934	150,967	153,556	166,305	154,678	166,472	201,906	210,842	201,930	158,754	2,025,109
1884.....(402 m.)..	131,512	131,402	142,159	130,703	134,332	130,040	127,718	129,480	166,926	184,807	152,169	150,541	1,712,389
1885.....(402 m.)..	103,603	102,143	154,082	127,329	125,778	136,786	134,110	120,349	167,288	178,768	167,419	160,681	1,678,336
1886.....(402 m.)..	85,480	124,779	157,774	123,260	134,191	142,095	123,055	157,603	190,033	203,893	155,599	149,353	1,753,009
1887.....(402 m.)..	118,309	103,086	144,197	*113,784	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana Bloom. & Western—													
1883*.....(684 m.)..	248,142	202,931	268,801	215,913	234,151	217,574	217,618	319,713	292,965	270,941	235,972	202,812	2,927,533
1884*f.....(532 m.)..	164,877	188,932	193,222	168,111	173,085	173,671	173,188	228,851	245,220	224,509	185,046	167,943	c2,302,023
1885*f.....(532 m.)..	160,772	166,290	227,088	169,892	160,606	167,544	167,965	242,800	242,461	227,116	207,367	234,259	c2,412,078
1886*f.....(532 m.)..	178,792	196,256	203,877	174,483	180,886	196,934	218,240	257,522	253,393	245,346	227,399	209,971	2,542,811
1887*f.....(532 m.)..	202,690	182,886	243,511	178,708	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisville & Nashville—													
1883.....(2,028 to 2,565 m.)..	1,118,735	1,014,807	1,140,346	947,450	1,062,348	1,090,706	1,124,776	1,251,127	1,334,179	1,504,465	1,307,394	1,272,924	14,169,257
1884.....(2,065 m.)..	1,039,317	1,015,413	1,187,738	1,125,291	1,156,109	1,082,359	1,090,104	1,117,313	1,145,398	1,291,714	1,199,598	1,292,127	13,942,447
1885.....(2,065 to 2,023 m.)..	1,170,749	1,082,175	1,280,523	1,158,699	1,101,403	1,039,578	1,057,332	1,078,796	1,148,214	1,283,469	1,129,884	1,184,212	13,672,944
1886.....(2,023 m.)..	1,050,688	1,050,104	1,194,950	988,477	1,038,804	1,121,192	1,259,774	1,200,567	1,358,102	1,388,753	1,281,947	1,278,905	13,998,290
1887.....(2,023 m.)..	1,328,693	1,170,453	1,328,230	*1161095	.....	.....	.....	.....	.....	.....	.....	.....	.....
Memphis & Charleston—													
1883.....(330 m.)..	118,344	103,000	101,820	80,760	86,388	78,534	88,059	101,993	101,382	139,183	134,207	150,749	1,299,425
1884.....(330 m.)..	111,010	112,881	111,925	100,557	101,023	117,705	105,471	114,663	119,384	123,245	142,185	174,634	1,428,682
1885.....(330 m.)..	141,366	101,147	109,252	98,994	78,844	81,721	83,816	95,824	105,195	133,795	150,951	158,933	1,339,849
1886.....(330 m.)..	115,167	106,231	115,171	96,287	77,297	84,353	95,463	119,375	120,680	160,909	175,408	177,797	1,444,038
1887.....(330 m.)..	156,245	125,375	127,816	*117,043	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Approximate figures.

c Embracing corrections found necessary after monthly totals had been published.

f Not including Ind. Dec. & Springf. g Not including Utah lines. h Including $135,000 traffic balances.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS—(Concluded).

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Milwaukee Lake S. & West.—	$	$	$	$	$	$	$	$	$	$	$	$	$
1883.....(326 to 374 m.)..	61,928	63,435	79,851	90,037	93,297	91,047	88,239	100,585	98,249	112,524	103,943	75,529	1,058,664
1884.....(385 to 480 m.)..	73,214	78,368	100,357	97,383	95,634	90,583	96,898	98,031	99,208	103,837	95,215	87,588	1,114,316
1885.....(480 to 551 m.)..	74,209	72,179	100,771	111,570	98,438	108,486	116,272	134,221	148,605	160,284	132,948	107,248	1,365,277
1886.....(551 to 573 m.)..	97,079	100,532	149,188	160,856	190,032	236,132	248,44a	251,450	248,140	254,976	204,709	167,224	2,317,802
1887.....(573 m.)..	*142,885	*158,554	247,704	*232,263	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis—													
1883.....(351 m.)..	83,459	107,548	169,151	135,868	147,429	142,293	118,806	124,856	137,027	159,310	176,053	149,802	1,651,802
1884.....(351 m.)..	133,428	96,491	144,018	151,301	153,947	151,016	150,004	138,604	160,118	160,192	149,527	145,381	1,734,027
1885.....(351 m.)..	122,562	113,162	164,213	151,255	151,060	138,883	131,331	132,276	135,557	172,410	171,555	130,488	1,714,752
1886.....(351 m.)..	73,695	120,602	142,712	110,519	121,364	118,788	118,394	126,882	154,625	150,911	161,854	149,184	1,549,620
1887.....(351 m.)..	117,845	103,366	162,071	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mobile & Ohio—													
1883.....(528 m.)..	216,212	168,245	184,845	129,108	141,976	123,727	134,464	156,584	185,902	256,27[illegible]	280,062	289,24[illegible]	2,266,642
1884.....(528 m.)..	179,228	161,283	185,275	167,790	142,774	140,036	129,323	143,606	160,669	212,459	253,332	284,637	2,160,412
1885.....(528 m.)..	201,681	164,494	190,956	128,428	129,653	108,785	109,892	123,336	158,045	223,596	235,246	278,839	2,045,951
1886*a.....(528 to 687 m.)..	163,567	145,331	141,079	128,068	135,826	118,909	155,029	147,935	154,944	221,657	266,861	306,686	2,086,486
1887*.....(687 m.)..	236,015	200,499	189,465	150,385	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashville Chatt. & St. Louis—													
1883.....(550 m.)..	197,388	195,262	208,164	161,435	171,079	170,661	195,468	216,658	197,709	201,320	205,660	209,999	2,328,893
1884.....(580 m.)..	186,992	210,495	206,819	188,167	190,751	161,957	187,475	218,190	210,586	203,737	198,001	197,512	2,358,682
1885.....(580 m.)..	184,986	174,919	186,737	165,381	167,495	147,709	165,667	182,116	192,865	191,846	181,488	193,327	2,134,527
1886.....(580 to 600 m..)..	185,519	184,652	187,350	172,813	172,330	178,139	215,256	224,487	223,311	213,260	213,769	229,946	2,400,771
1887.....(600 m.)	242,094	249,461	245,733	222,752	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Lake Erie & West.—													
1883 f.....(1,060 to 1,620 m..)..	1,524,869	1,283,616	1,696,969	1,548,474	2,055,988	2,057,547	2,111,456	2,580,956	2,613,134	2,411,146	2,180,982	1,823,568	23,888,705
1884 f.....(1,622 m)..	1,567,211	1,496,394	1,495,541	1,727,434	1,615,364	1,569,568	1,784,639	1,861,214	2,104,375	1,867,857	1,703,338	1,570,385	20,363,320
1885 f.....(1,622 m.)..	1,315,443	1,371,624	1,568,523	1,469,012	1,481,614	1,451,333	1,561,722	1,737,458	1,835,664	1,980,648	1,912,594	1,872,887	19,559,054
1886 f.....(1,622 m.)..	1,531,604	1,551,486	1,793,221	1,741,35[illegible]	1,951,877	1,887,505	1,985,306	2,051,095	2,236,877	2,234,859	2,048,512	1,985,149	23,002,507
1887.....(1,622 m.)..	1,705,070	1,761,182	1,946,403	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York & New England—													
1883.....(384 m.)..	245,681	237,711	296,311	275,891	303,035	308,690	320,151	391,825	358,571	365,877	310,092	215,422	3,627,257
1884.....(384 m.)..	243,047	252,603	259,471	275,507	273,702	283,531	276,217	300,794	281,638	306,734	254,420	239,050	3,246,713
1885.....(384 m.)..	230,420	226,096	263,934	262,102	260,305	271,057	295,967	327,248	351,611	339,965	309,743	311,016	3,449,464
1886.....(384 m.)..	266,934	270,924	320,832	314,504	303,314	314,316	345,493	379,544	390,737	381,180	347,703	320,786	3,956,267
1887.....(384 m.)..	298,771	312,080	358,362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Susq. & West.													
1883.....(144 m.)..	68,107	66,697	76,974	78,511	87,054	88,152	89,189	103,637	90,085	94,042	80,782	78,831	1,003,661
1884.....(144 m.)..	64,055	64,140	71,704	82,278	86,781	82,970	97,017	105,828	95,417	99,059	97,275	87,686	1,034,210
1885.....(144 m.)..	70,665	68,505	91,093	90,331	85,294	90,222	100,696	101,353	105,374	105,087	97,344	86,405	1,092,354
1886.....(144 m.)..	81,650	74,282	89,179	87,316	87,204	84,057	97,841	94,846	102,817	109,888	107,735	112,545	1,129,440
1887.....(144 m.)..	84,596	98,311	112,558	107,171	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk & West.—													
1883.....(428 to 502 m.).	200,487	191,344	217,334	190,996	205,663	203,610	219,188	261,711	287,201	331,210	271,177	232,854	2,812,775
1884.....(502 m.)..	213,020	225,357	210,298	211,522	202,436	183,869	185,824	228,408	270,010	288,495	244,810	247,103	2,711,152
1885.....(502 m.)..	229,255	196,281	220,416	206,484	192,827	191,767	210,476	250,196	267,374	285,981	270,636	249,428	2,771,121
1886.....(511 to 533 m.)..	218,907	221,789	277,307	267,559	235,701	228,126	256,280	287,407	319,225	334,712	337,708	267,337	3,252,058
1887.....(533 m.)..	279,305	299,304	322,470	*298,842	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central—													
1884.....(323 m.)..	409,846	398,613	462,564	454,749	477,848	416,635	477,516	510,427	476,811	519,795	474,805	442,269	5,521,878
1885.....(323 m.)..	404,216	389,049	483,360	450,010	454,917	416,219	411,723	451,370	504,754	534,011	483,594	507,649	5,490,922
1886.....(323 m.)..	400,123	430,961	460,147	411,397	447,236	432,536	449,461	502,027	472,944	516,825	493,150	457,809	5,474,616
1887.....(323 m.)..	514,947	488,990	514,022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific—													
1883.....(1,585 to 2,305 m.)..	358,985	328,158	563,903	660,412	789,946	829,657	850,223	1,043,624	1,194,714	1,397,222	1,276,022	856,184	10,149,050
1884.....(2,449 to 2,453 m.)..	614,103	520,085	978,956	1,441,514	1,287,805	1,143,123	1,022,438	1,032,602	1,236,560	1,461,511	1,116,379	758,229	12,613,305
1885.....(2,453 to 2,691 m..)..	553,582	569,964	691,612	877,665	901,100	1,012,507	1,000,011	971,289	1,224,955	1,522,285	1,249,358	775,371	11,349,699
1886.....(2,741 to 2,892 m..)..	480,330	504,240	858,116	993,484	983,731	1,077,356	1,100,026	1,226,328	1,372,673	1,443,667	1,299,906	899,665	12,929,552
1887.....(2,895 m..)..	571,421	525,728	1,030,679	*1118800	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio & Mississippi—													
1883.....(616 m..)..	.....	.....	.....	316,882	319,379	307,119	300,690	470,443	.....	.....	.....	.....	4,250,150
1884.....(616 m..)..	302,145	231,023	386,372	306,476	312,756	257,135	282,202	353,709	357,152	354,880	278,033	283,076	3,702,959
1885.....(616 m..)..	300,301	267,879	341,591	288,964	275,480	264,201	281,799	334,313	344,649	365,603	301,981	312,904	3,679,615
1886.....(616 m..)..	274,180	274,430	305,759	270,198	298,035	308,119	335,431	378,100	393,261	367,747	325,654	296,918	3,827,832
1887.....(616 m..)..	295,219	311,048	340,697	*289,267	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania—													
(All lines east of Pittsburg & Erie)—													
1883.....(+1,981 to 2,036 m..)..	3,929,357	3,712,215	4,189,380	4,061,750	4,303,006	4,156,871	4,130,950	4,775,280	4,634,998	4,875,348	4,473,479	3,840,510	51,083,244
1884.....(+2,036 to 2,202 m..)..	3,574,233	3,420,733	4,002,627	4,156,309	4,267,178	3,906,174	3,989,085	4,617,894	4,458,871	4,447,547	3,950,937	3,769,328	48,566,911
1885.....(+2,202 to 2,250 m..)..	3,277,522	3,075,700	3,635,374	3,704,890	3,890,469	3,735,638	3,885,105	4,956,306	4,276,628	4,359,174	3,971,539	4,046,682	45,615,027
1886.....(+2,250 to 2,322 m..)..	3,421,536	3,549,475	3,901,855	3,802,617	4,178,589	4,336,101	4,356,677	4,585,390	4,674,052	4,737,351	4,347,218	4,428,216	50,379,068
1887.....(+2,322 m..)..	3,851,771	3,988,788	4,410,433	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peoria Decatur & Evansville—													
1883.....(254 m..)..	49,622	47,993	59,710	68,175	58,081	48,297	47,549	78,384	73,659	66,845	61,835	61,105	721,255
1884.....(254 m..)..	64,590	57,354	69,742	62,55[illegible]	59,188	51,881	54,783	81,262	74,695	69,522	57,139	57,055	759,767
1885.....(254 m.)..	61,275	55,532	59,791	53,438	50,569	47,945	53,709	81,015	79,157	67,919	64,262	62,343	736,985
1886.....(254 m.)..	54,921	60,487	57,248	51,267	56,523	56,921	73,343	90,778	90,481	80,693	64,130	77,955	814,747
1887*.....(254 m.)..	70,639	61,457	*78,391	*63,251	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia & Reading—													
1883§.....(816 to 1,583 m..)..	1,608,775	1,453,862	1,669,241	1,726,616	1,696,877	2,810,489	2,979,064	3,538,033	3,333,217	3,531,436	3,634,916	2,297,643	30,300,199
1884§.....(1,583 m..)..	2,195,801	2,002,342	2,188,144	2,855,673	2,827,942	2,148,764	2,767,792	3,299,015	2,876,451	2,940,541	2,554,133	2,315,563	30,972,161
1885§.....(1,583 m..)..	1,846,366	1,794,645	1,919,502	2,343,973	2,377,424	2,428,244	2,641,852	2,940,750	2,800,388	2,878,379	2,666,450	2,592,529	29,230,543
1886§.....(1,583 to 846 m..)..	2,055,581	1,949,242	2,206,118	2,177,972	2,409,440	2,532,364	2,763,206	2,808,209	2,929,616	3,011,482	3,001,522	1,576,714	29,511,589
1887.....(846 m..)..	1,570,821	1,518,256	1,759,584	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Richmond & Danville—													
1883.....(757 m..)..	259,757	329,248	352,414	267,406	297,287	258,691	272,282	317,594	362,292	429,834	363,704	334,640	3,845,152
1884.....(757 to 774 m..)..	266,889	333,755	356,129	317,181	299,329	251,819	250,923	293,147	337,387	429,179	371,276	366,710	3,873,724
1885.....(774 m..)..	325,653	309,890	360,502	301,097	292,077	266,294	272,277	322,961	381,172	425,516	365,998	348,132	3,971,629
1886.....(774 m.)	278,527	346,513	392,514	320,797	281,114	269,834	286,598	331,088	365,397	425,721	421,974	340,148	4,060,235
1887.....(774 m.)..	328,029	363,461	*370,000	*320,400	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charlotte Col. & Augusta—													
1883.....(308 to 337 m..)..	70,618	94,109	84,043	52,954	47,961	44,094	46,785	58,786	71,411	98,205	82,021	77,913	828,900
1884.....(337 to 373 m..)..	65,376	82,931	68,232	54,816	48,241	38,209	40,879	48,070	64,276	96,753	84,558	83,096	775,527
1885.....(373 m..)..	80,494	81,093	75,578	52,82[illegible]	46,286	42,745	45,982	56,259	80,080	95,477	74,929	76,349	808,100
1886.....(373 m..)..	63,508	84,912	82,160	54,862	47,877	44,489	49,246	51,573	61,380	91,972	85,161	67,304	783,444
1887.....(373 m..)..	68,576	79,630	*73,800	*48,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Columbia & Greenville—													
1883.....(294 m..)..	71,077	95,591	88,021	43,092	37,308	31,755	35,023	49,205	64,849	86,247	70,158	65,570	737,896
1884.....(294 m..)..	56,646	71,928	59,767	45,728	30,637	28,148	30,880	37,879	51,130	98,01[illegible]	88,162	83,397	688,321
1885.....(296 m..)..	72,343	70,311	69,026	39,481	35,617	30,974	31,682	41,327	63,400	88,737	76,919	75,734	695,550
1886.....(296 m..)..	53,714	80,917	78,527	41,003	29,316	24,052	28,219	37,547	41,846	73,410	68,050	54,893	610,594
1887.....(296 m..)..	44,383	66,873	*66,200	*39,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Virginia Midland—													
1883.....(353 m..)..	104,388	113,823	123,580	125,825	137,766	131,313	146,777	175,840	185,205	176,167	147,046	118,443	1,686,193
1884.....(353 m..)..	107,115	109,590	119,363	130,841	137,362	128,433	131,306	149,896	170,268	167,595	122,715	115,614	1,590,098
1885.....(355 m..)..	106,004	97,905	121,135	125,190	126,776	118,983	132,681	144,753	173,356	152,933	130,501	123,276	1,553,509
1886.....(3.5 m..)..	93,832	105,618	121,418	126,327	124,460	121,908	125,521	155,023	171,266	164,614	137,087	120,513	1,566,587
1887.....(355 m..)..	117,719	103,720	*114,000	*112,900	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western North Carolina—													
1883.....(190 to 206 m..)..	20,090	27,557	26,167	21,766	27,523	23,261	30,553	44,957	46,241	44,006	36,132	33,784	382,037
1884.....(206 to 274 m..)..	29,212	35,083	31,054	33,834	32,124	29,629	35,719	48,794	42,870	41,513	38,639	37,246	435,726
1885.....(274 m..)..	33,865	33,016	37,972	37,273	36,437	35,162	38,833	46,821	47,866	46,771	44,399	39,575	477,990
1886.....(274 to 290 m..)..	34,189	42,308	45,606	40,683	32,713	44,028	43,068	49,189	60,366	52,757	48,277	42,165	535,349
1887.....(290 m..)..	49,949	49,537	*41,000	*42,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. Alt. & T. H. Main Line—													
1883.....(195 m..)..	132,093	128,766	133,093	102,276	101,731	90,953	101,758	142,427	141,793	141,408	131,522	136,249	1,484,069
1884.....(195 m..)..	114,443	132,157	125,129	104,912	104,847	81,725	90,095	120,405	113,230	137,258	104,557	95,168	1,323,926
1885.....(195 m..)..	97,267	99,790	113,951	95,745	78,931	87,656	87,438	126,170	123,389	131,564	114,861	112,900	1,269,712
1886.....(195 m..)..	94,007	93,675	95,742	86,534	104,431	93,162	105,629	113,867	127,236	132,762	117,568	113,732	1,278,345
1887.....(195 m..)..	102,880	110,810	138,752	98,177	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L. Alton & T. H. Branches—													
1883.....(121 to 138 m..)..	71,892	63,566	80,951	58,976	60,914	57,048	55,560	71,714	80,732	82,046	74,961	74,108	832,468
1884.....(138 m..)..	65,525	60,878	74,227	71,434	55,416	44,801	44,596	58,267	62,191	75,509	60,854	61,453	741,150
1885.....(138 m..)..	58,262	73,038	68,058	55,099	47,796	47,534	52,817	60,007	75,309	86,377	69,735	72,284	766,316
1886.....(138 to 188 m..)..	58,181	61,187	60,410	41,288	54,006	53,270	67,183	72,006	78,695	88,773	80,440	88,602	803,991
1887.....(188 m..)..	73,824	64,953	74,477	73,575	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis & San Francisco—													
1883.....(725 to 742 m..)..	280,980	229,411	353,884	262,217	289,156	282,066	270,101	376,390	383,082	370,160	395,462	403,640	3,896,565
1884.....(776 to 815 m..)..	313,759	322,805	427,533	339,003	356,809	365,873	359,111	433,428	402,043	512,758	396,957	352,617	4,643,596
1885.....(815 m..)..	302,780	300,822	367,863	352,493	323,667	339,377	315,924	368,445	394,805	477,864	466,824	372,542	4,383,406
1886*.....(815 to 877 m..)..	275,313	287,744	359,062	352,264	354,809	419,497	405,267	460,048	479,565	519,494	459,748	504,041	4,874,027
1887*.....(877 to 903 m..)..	386,486	397,035	547,741	443,063	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul Minn. & Manitoba.—													
1883.....(1,250 to 1,324 m..)..	493,148	398,614	740,113	815,945	728,207	714,069	623,727	682,148	754,473	941,266	847,001	700,382	8,389,095
1884.....(1,327 to 1,471 m..)..	452,570	407,446	702,041	789,562	621,167	712,165	605,156	571,762	738,587	1,014,892	879,440	819,439	8,314,197
1885.....(1,475 m..)..	462,125	395,217	576,011	712,408	489,542	511,615	550,387	525,099	747,578	1,004,789	859,601	686,850	7,521,138
1886.....(1,475 to 1,633 m..)..	405,539	414,813	601,910	616,756	433,462	479,694	571,526	627,764	819,799	950,057	810,514	700,161	7,427,339
1887*.....(1,633 to 1,853 m..)..	459,250	434,809	679,803	686,657	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific—													
1883.....(3,942 to 4,256 m..)..	1,916,854	1,673,224	2,391,758	2,363,277	2,351,013	2,273,598	2,491,035	2,477,402	2,881,639	2,948,059	2,625,889	2,322,393	28,716,141
1884.....(4,256 to 4,476 m..)..	1,533,694	1,540,754	1,965,497	2,116,520	2,099,898	21739453	2,375,899	2,417,710	2,486,887	2,649,214	2,414,238	2,319,586	25,857,290
1885.....(4,476 to 4,519 m..)..	1,674,949	1,563,949	1,975,517	1,987,191	2,067,528	1,955,396	2,304,990	2,331,136	2,518,122	2,768,627	2,429,279	2,348,487	25,925,171
1886.....(4,519 to 4,594 m..)..	1,428,029	1,635,141	1,954,208	2,113,440	2,211,448	2,263,821	2,442,058	2,587,731	2,517,793	2,755,154	2,351,431	2,343,513	26,003,797
1887.....(4,594 m..)..	1,737,353	1,675,914	2,571,365	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Approximate figures. + And 66 miles of canal. § Including Central of N. J. from June 1, 1883, to Nov. 30, 1886; the earnings of the Coal & Iron Company are not included in any of the years. f Includes 68 per cent of earnings of N. Y. Pennsylvania & Ohio from and after May, 1883.
‡ After deducting $444,388 charged off by Mr. Adams on assuming office.
a Since July 1 includes St. Louis & Cairo.

INDEX TO NAMES OF RAILROADS.

With the numerous changes which are constantly taking place in the titles of various railroad companies by reason of foreclosures, consolidations, &c., it frequently occurs that much difficulty may be experienced in looking up the name of a former company in the tables of the SUPPLEMENT. To obviate this difficulty, and to facilitate reference to any name, whether new or old, the following index has been prepared:

FORMER NAME.	WILL NOW BE FOUND UNDER—
Alabama Central	East Tenn. Virginia & Georgia.
Allegany Central	Lackawanna & Pittsburg.
American Dock & Improvem't Co	Central of New Jersey.
Androscoggin & Kennebec	Maine Central.
Atchison & Nebraska	Chicago Burlington & Quincy.
Atchison & Pike's Peak	Union Pacific, Central Branch.
Atlantic & Great Western	New York Pennsylvania & Ohio.
Atlantic & Gulf	Savannah Florida & Western.
Atlantic Mississippi & Ohio	Norfolk & Western.
Augusta & Knoxville	Port Royal & Augusta.
Baltimore Short-Line	Cincinnati Wash. & Baltimore.
Bay City & Saginaw	Flint & Pere Marquette.
Bellefontaine & Indiana	Cleve. Columbus Cin. & Ind.
Bellevile & Carondelet	St. Louis Alton & Terre Haute.
Beloit & Madison	Chicago & Northwest.
Black River & Morristown	Utica & Black River.
Boston Clin. Fitch. & New Bed	Old Colony.
Boston Hartford & Erie	New York & NewEngland.
Brunswick & Albany	Brunswick & Western.
Buffalo & Erie	Lake Shore & Michigan Southern.
Buffalo Pittsburg & Western	Buffalo New York & Philadelphia.
Burlington & Missouri	Chicago Burlington & Quincy.
Cairo Arkansas & Texas	Missouri Pacific.
Cairo & Fulton	Missouri Pacific.
California& Oregon	Central Pacific.
California Southern	Atchison Topeka & Santa Fe.
Camden & Amboy	United New Jersey.
Canada Central	Canadian Pacific.
Cape May & Millville	West Jersey.
Cedar Rapids & Clinton	Burlington Cedar Rapids & N.
Cedar Rapids Iowa Falls & N. W	Burlington Cedar Rapids & N.
Cedar Rapids & Missouri River	Chicago & Northwestern.
Central Vermont	Consolidated Vermont.
Charleston & Savannah	Savannah & Charleston.
Chicago Clinton Dubuque & Minn	C. M. & St. Paul.
Chicago Decorah & Minn	Burlington Cedar Rapids & N.
Chicago & Great Eastern	Chicago St. Louis & Pittsburg.
Chicago & Illinois River	Chicago & Alton.
Chicago Iowa & Nebraska	Chicago & Northwestern.
Chicago & Michigan Lake Shore	Chicago & West Michigan.
Chicago & Milwaukee	Chicago & Northwest.
Chicago & Ohio River	Chicago & Northwestern.
Chicago St. Louis & New Orleans	Illinois Central.
Chic. St. Paul & Minn	Chic. St. Paul Minn. & Omaha.
Chicago & Southwestern	Chicago Rock Island & Pacific.
Chicago & Springfield	Illinois Central.
Cincinnati & Baltimore	Cincinnati Wash. & Baltimore.
Cincinnati & Indiana	Cin. Indianapolis St. Louis & Chic.
Cincinnati Lafayette & Chicago	Cin. Indianapolis St. Louis & Chic.
Clayton & Theresa	Utica & Black River.
Cleveland Mt. Vernon & Delaware	Cleveland Akron & Columbus.
Cleveland Painesville & Ashtabula	Lake Shore & Michigan Southern.
Cleveland & Toledo	Lake Shore & Michigan Southern.
Columbia & Augusta	Charlotte Columbia & Augusta.
Col. Chicago & Indiana Central	Chicago St. Louis & Pittsburg.
Columbus & Indiana Central	Chicago St. Louis & Pittsburg.
Columbus & Indianapolis Central	Chicago St. Louis & Pittsburg.
Columbus & Toledo	Col. Hocking Valley & Toledo.
Connecticut Western	Hartford & Connecticut Western.
Covington & Lexington	Kentucky Central.
Dakota Central	Chicago & No. West.
Danville & Grape Creek	Chic. & East Illinois.
Danville & Vincennes	Chicago & East. Illinois.
Davenport & Northwest	Chicago Milwaukee & St. Paul.
Decatur & East St. Louis	Wabash St. Louis & Pacific.
Denver Pacific	Union Pacific.
Des Moines & Minneapolis	Chicago & No. West.
Detroit & Bay City	Michigan Central.
Detroit & Eel River	Eel River.
Detroit Mackinac & Marquette	Duluth South Shore & Atlantic.
Detroit & Milwaukee	Detroit Grand Haven & Milwaukee
Detroit Monroe & Toledo	Lake Shore & Michigan Southern.
Detroit & Pontiac	Detroit Grand Haven & Milwaukee.
Dixon Peoria & Hannibal	Chicago Burlington & Quincy.
Dubuque Southwestern	Chicago Milwaukee & St. Paul.
Duluth Short Line	St. Paul & Duluth.
East Tennessee & Georgia	East Tenn. Virginia & Georgia.
East Tennessee & Virginia	East Tenn. Virginia & Georgia.
Easton & Amboy	Lehigh Valley.
Elizabeth City & Norfolk	Norfolk & Southern.
Escanaba & Lake Superior	Chicago & Northwestern.
Essex	Eastern (Mass.)
Evansville & Crawfordsville	Evansville & Terre Haute.
Evansville Henderson & Nashville	Louisville & Nashville.
Fargo & Southern	Chicago Milwaukee & St. Paul.
Flint & Holly	Flint & Pere Marquette.
Florence El Dorado & W	Atchison Topeka & Santa Fe.
Florida Central	Florida Railway & Navigation Co.
Fort Smith & Van Buren Bridge	St. Louis & San Francisco.
Fremont Elkhorn & Missouri Val	Chicago & Northwestern.
Galena & Chicago Union	Chicago & Northwest.
Grand Rapids Newaygo & L. Shore	Chicago & West Michigan.
Grand River Valley	Michigan Central.
Great Western (Ill.)	Wabash St. Louis & Pacific.
Green Bay & Minnesota	Green Bay Winona & St. Paul.
Greenville & Columbia	Columbia & Greenville.
Hannibal & Central Missouri	Missouri Kansas & Texas.
Hannibal & Naples	Wabash St. Louis & Pacific.
Harlem & Portchester	New York New Haven & Hartford.
Hastings & Dakota	Chicago Milwaukee & St. Paul.
Henderson Bridge Co	Louisville & Nashville.
Holly Wayne & Monroe	Flint & Pere Marquette.
Holyoke & Westfield	New Haven & Northampton.
Houston & Great Northern	Missouri Kansas & Texas.
Hudson & River Falls	Chic. St. Paul Minneap. & Omaha.
Illinois Grand Trunk	Chicago Burlington & Quincy.
Illinois Midland	Terre Haute & Peoria.
Illinois & Southern Iowa	Wabash St. Louis & Pacific.
Indiana & Illinois Central	Indianapolis Decatur & Springfield.
Indianapolis Bloom. & West. Exten	Champaign Havana & Western.

FORMER NAME.	WILL NOW BE FOUND UNDER—
Indianapolis Cin. & Lafayette	Cin. Indianapolis St. Louis & Chic.
Indianapolis & Cincinnati	Cin. Indianapolis St. Louis & Chic.
Indianapolis & Madison	Jeffersonville Madison & Ind.
International & Great Northern	Missouri Kansas & Texas.
Ionia & Lansing	Detroit Lansing & Northern.
Iowa City & Western	Burlington Cedar Rapids & North'n.
Iowa & Dakota	Chicago Milwaukee & St. Paul.
Iowa Midland	Chicago & Northwest.
Iowa & Minnesota	Chicago Milwaukee & St. Paul.
Iowa South. & Missouri North	Chicago Rock Island & Pacific.
Jackson Lansing & Saginaw	Michigan Central.
James River Valley	Northern Pacific.
Jamestown & Franklin	Lake Shore & Michigan Southern
Joliet & Chicago	Chicago & Alton.
Kalamazoo Allegan & Gr. Rapids	Lake Shore & Michigan Southern
Kalamazoo & Schoolcraft	Lake Shore & Michigan Southern.
Kalamazoo & South Haven	Michigan Central.
Kalamazoo & White Pigeon	Lake Shore & Michigan Southern.
Kansas City & Cameron	Hannibal & St. Joseph.
Kansas City & Eastern	Missouri Pacific.
Kansas City Lawrence & So. Kans	Atchison Topeka & Santa Fe.
Kansas City St. Jos. & Council B	Chicago Burlington & Quincy.
Kansas City St. Louis & Chic	Chicago & Alton.
Kansas City & Southwestern	St Louis & San Francisco.
Kansas City Topeka & Western	Atchison Topeka & Santa Fe.
Kansas & Nebraska	St. Joseph & Grand Island.
Kansas Pacific	Union Pacific.
Knoxville & Ohio	East Tennessee Virginia & Georgia.
Lackawanna & Bloomsburg	Delaware Lackawanna & Western.
Lafayette Bloomington & Muncie	Lake Erie & Western.
Lake Erie Wabash & St. Louis	Wabash St. Louis & Pacific.
Leavenworth Atchison & N'west	Missouri Pacific.
Leavenworth Lawrence & Galv	Kansas City Lawrence & Southern
Leeds & Farmington	Maine Central.
Lehigh & Wilkesbarre Coal Co	Central of New Jersey.
Lexington & Southern	Missouri Pacific.
Lincoln & Northwestern	Chicago Burlington & Quincy.
Long Dock Company	New York Lake Erie & Western.
Louisiana & Missouri River	Chicago & Alton.
Louisville Cincinnati & Lexington	Louisville & Nashville.
Louisville N. Albany & St. Louis	Louisville Evansville & St. Louis.
Lowell & Lawrence	Boston & Lowell
Lynchburg & Danville	Virginia Midland.
Macon & Augusta	Georgia RR. & Banking Co.
Macon & Western	Central Railroad & Bank. Co., Ga.
Manchester & Keene	Boston & Lowell.
Marietta & Cincinnati	Cincinnati Wash. & Baltimore,
Marietta Pittsburg & Cleve	Cleveland & Marietta.
Massachusetts Central	Central Massachusetts.
Massawippi	Connecticut & Passumpsic.
Memphis & Ohio	Louisville & Nashville.
Menominee River	Chicago & Northwest.
Metropolitan Elevated	Manhattan Elevated.
Michigan Air-Line	Michigan Central.
Michigan So. & North'n Indiana	Lake Shore & Michigan Southern.
Middlesex Central	Boston & Lowell.
Milwaukee & Madison	Chicago & Northwestern.
Milwaukee & Western	Chicago Milwaukee & St. Paul.
Minnesota Central	Chicago Milwaukee & St. Paul
Minnesota Valley	Chicago & Northwest.
Missisquoi	Consolidated Vermont.
Mississippi Central	Chicago St. Louis & New Orleans.
Missouri River Fort Scott & Gulf	Kansas City Fort Scott & Gulf.
Missouri River RR	Missouri Pacific.
Montclair	New York & Greenwood Lake.
Monticello & Port Jervis	Port Jervis Monticello & N. Y.
Nashua & Rochester	Worcester Nashua & Rochester.
Newark & New York	Central of New Jersey.
New Bedford Railroad	Old Colony.
New Jersey Midland	New York Susquehanna & Western.
New Jersey RR. & Transportat'n Co.	United New Jersey RR. & Canal Co
New Mexico & So. Pacific	Atchison Topeka & Santa Fe.
New Orleans Jackson & G. N	Chicago St. Louis & New Orleans.
New Orleans & Mobile	Louisville & Nashville.
New Orleans Pacific	Texas & Pacific.
Newtown & Flushing	Long Island.
New York Elevated	Manhattan Elevated.
New York & Manhattan Beach	N. Y. Brooklyn & Manhat. Beach Co
New York & Oswego Midland	New York Ontario & Western.
New York & Rockaway	Long Island.
Niles & New Lisbon	Cleveland & Mahoning Valley.
Norfolk & Petersburg	Norfolk & Western.
North Missouri	Wabash St. Louis & Pacific.
North Wisconsin	Chic. St. Paul Minn. & Omaha.
Northern Cross	Chicago Burlington & Quincy.
Northwestern North Carolina	Richmond & Danville.
Northwestern Union	Chicago & Northwest.
Northwestern Virginia	Baltimore & Ohio.
Oakland & Ottawa River	Detroit Gr. Haven & Milwaukee,
Ohio Central	Toledo & Ohio Central.
Ohio & West Virginia	Col. Hocking Valley & Toledo.
Oil City & Chicago	Buffalo New York & Philadelphia.
Oil Creek	Buffalo New York & Philadelphia.
Olean & Salamanca	Buffalo New York & Philadelphia.
Omaha & Southwestern	Chicago Burlington & Quincy.
Orange & Alexandria	Virginia Midland.
Ottawa Oswego & Fox River	Chicago Burlington & Quincy.
Pacific of Missouri	Missouri Pacific.
Paducah & Elizabethtown	Chesapeake Ohio & Southwestern.
Paris & Decatur	Terre Haute & Peoria.
Pekin Lincoln & Decatur	Peoria Decatur & Evansville.
Peninsular (Mich.)	Chicago & Northwest.
Peoria Pekin & Jacksonville	Wabash St. Louis & Pacific.
Pittsburg & State Line	Buff. Rochester & Pittsburg.
Pittsburg Titusville & Buffalo	Buffalo New York & Philadelphia.
Pleasant Hill & De Soto	Atchison Topeka & Santa Fe.
Port Huron & Lake Michigan	Chicago & Lake Huron.
Portland & Kennebec	Maine Central.
Port Royal	Port Royal & Augusta
Prairie du Chien	Chicago Milwaukee & St. Paul.
Pueblo & Arkansas Valley	Atchison Topeka & Santa Fe.

FORMER NAME.	WILL NOW BE FOUND UNDER—
Quincy Alton & St. Louis	Chicago Burlington & Quincy.
Quincy & Palmyra	Hannibal & St. Joseph.
Quincy & Toledo	Wabash St. Louis & Pacific.
Quincy & Warsaw	Chicago Burlington & Quincy.
Republican Valley	Chicago Burlington & Quincy.
Rochester & Northern Minnesota	Chicago & Northwest.
Rochester & Pittsburg	Buffalo Rochester & Pittsburg.
Saginaw & Western	Detroit Lansing & Northern.
St. Joseph & Denver City	St. Joseph & Grand Island.
St. Joseph & Pacific	St. Joseph & Grand Island.
St. Joseph & Western	St. Joseph & Grand Island.
St. Louis Iron Mount'n & Southern	Missouri Pacific.
St. Louis Jacksonville & Chicago	Chicago & Alton.
St. Louis Kansas & Arizona	Missouri Pacific.
St. Louis Kansas City & Northern	Wabash & Western.
St. Louis & Lexington	Missouri Pacific.
St. Louis Rock Island & C	Chicago Burlington & Quincy.
St. Louis & Southeastern	Louisville & Nashville.
St. Louis Wichita & Western	St. Louis & San Francisco.
St. Paul & Chicago	Chicago Milwaukee & St. Paul.
St. Paul & Eastern Grank Trunk	Milwaukee Lake Sh. & Western.
St. Paul & Pacific	St. Paul Minneapolis & Manitoba
St. Paul & Sioux City	Chic. St. Paul Minn. & Omaha.
St. Paul Stillwater & T. F.	Chic. St. Paul Minn. & Omaha.
Salem & Lowell	Boston & Lowell.
Sandusky & Cleveland	Cincinnati Sand. & Cleveland.
Sandusky City & Indiana	Cincinnati Sandusky & Cleveland.
Sandusky Dayton & Cincinnati	Cincinnati Sandusky & Cleveland.
San Francisco Oakland & Alameda	Central Pacific.
San Pablo & Tulare	Northern (California)
Savannah Albany & Gulf	Savannah Florida & Western.
Savannah & Charleston	Charleston & Savannah.
Schoolcraft & Three Rivers	Lake Shore & Michigan Southern.
Scioto & Hocking Valley	Cincinnati Wash. & Baltimore.
Sioux City & Dakota	Chicago Milwaukee & St. Paul.
Sioux City & Pacific	Chicago & Northwestern.
Sioux City & St. Paul	Chic. St. Paul Minn. & Ohama.
Smithtown & Port Jefferson	Long Island.
South Pacific (Mo.)	St. Louis & San Francisco.
South Side, (L. I.)	Brooklyn & Montauk.
South Side (Va.)	Norfolk & Western.
Southern Georgia & Florida	Savannah Florida & Western.
Southern Kansas	Atchison Topeka & Santa Fe.
Southern Minnesota	Chicago Milwaukee & St. Paul
Spokane & Palouse	Northern Pacific.
Stanstead S. & Chambly	Consolidated Vermont.
Steubenville & Indiana	Pittsburg C. & St. Louis.
Sunbury & Erie	Philadelphia & Erie.
Taylor's Falls & Lake Superior	St. Paul & Duluth.
Tebo & Neosho	Missouri Kansas & Texas.
Terre Haute & Southeastern	Evansville & Indianapolis.
Texas & St. Louis	St. Louis Arkansas & Texas.
Toledo Cincinnati & St. Louis	Toledo St. Louis & Kansas City.
Toledo Delphos & Burlington	Toledo St. Louis & Kansas City.
Toledo & Illinois	Wabash St. Louis & Pacific.
Toledo Logansport & Burlington	Chicago St. Louis & Pittsburg.
Toledo Peoria & Warsaw	Wabash & Western.
Toledo & Wabash	Wabash St. Louis & Pacific.
Union	Northern Central.
Union & Logansport	Chic. St. Louis & Pittsburg.
Union & Titusville	Buffalo New York & Philadelphia
Utah Southern	Utah Central.
Vermont & Canada	Consolidated Vermont.
Vermont Central	Consolidated Vermont.
Vernon Greensburg & Rushville	Cincinnati Indianap. St. L. & Chic.
Virginia Central	Chesapeake & Ohio.
Virginia & Tennessee	Norfolk & Western.
Waco & Northwestern	Houston & Texas Central.
Wallkill Valley	Lehigh & Hudson River.
Washington City Va. Mid. & Gt So.	Virginia Midland.
West Chester & Philadelphia	Philadelphia & Baltimore Central
West Wisconsin	Chic. St. Paul Minneap. & Omaha
Western Minnesota	St. Paul & Northern Pacific.
Western Pacific	Central Pacific.
Western Union Railroad	Chicago Milwaukee & St. Paul.
Wichita & Southwestern	Atchison Topeka & Santa Fe.
Winona & St. Peter	Chicago & Northwest.
Wisconsin Minneapolis & Pacific	Minneapolis & St. Louis.
Wisconsin Valley	Chicago Milwaukee & St. Paul.

J. KENNEDY TOD. H. O. NORTHCOTE. ALEXANDER BARING, Member N. Y. Stock Exchang

J. KENNEDY TOD & CO.,

No. 63 WILLIAM STREET,

BANKERS.

Act as Agents for Banks, Bankers and Railroad Companies.
Issue commercial credits, also foreign and domestic travelers' letters of credit in pounds sterling and dollars.

OFFER INVESTMENT SECURITIES.

Buy and sell bonds, stocks and securities in all American, Canadian, British and Dutch markets.
Collect dividends, coupons and foreign and inland Drafts. Sell Bills of Exchange on

Melville, Evans & Co., C. J. Hambro & Son, LONDON; H. Oyens & Son, AMSTERDAM; Hottinguer & Co., PARIS.

BROWN BROTHERS & CO.,

59 WALL STREET, NEW YORK.

209 Chestnut Street, Philadelphia. 66 State Street, Boston.

AND

ALEXANDER BROWN & SONS,

Cor. Baltimore and Calvert Streets, Baltimore.

BUY AND SELL BILLS OF EXCHANGE

ON

Great Britain and Ireland, France, Germany, Belgium, Switzerland, Holland, Norway, Denmark, Sweden and Australia.

ISSUE COMMERCIAL AND TRAVELERS' CREDITS

IN STERLING,

AVAILABLE IN ANY PART OF THE WORLD, AND IN **FRANCS**, FOR USE IN MARTINIQUE AND GUADALOUPE

Make Telegraphic Transfers of Money Between this Country and Europe.

MAKE COLLECTIONS OF DRAFTS

Drawn Abroad on all Points in the United States and Canada, and of Drafts Drawn in the United States on Foreign Countries.

And their London House, Messrs. BROWN, SHIPLEY & CO., receive accounts of American Banks, Firms and Individuals upon Favorable Terms.

BROWN, SHIPLEY & CO.,
No. 26 CHAPEL STREET, LIVERPOOL.

BROWN, SHIPLEY & CO.,
FOUNDER'S COURT, LOTHBURY, LONDON.

ESTABLISHED IN 1820.

BANKING HOUSE OF

GEO. K. SISTARE'S SONS,

16 & 18 BROAD STREET, NEW YORK.

We transact a General Banking business and deal in first-class investment securities.
Government, State, County, City and Miscellaneous Bonds.
We allow interest on daily balances at the rate of 3 per cent per annum, and render accounts current and credit interest on the last day of each month.
For parties keeping regular deposit accounts with us we collect and credit United States, Railroad and other Coupons and dividends payable in this city, without charge; make careful inquiries and give the best information we can obtain respecting investments or other matters of financial interest to them; and in general serve their interests in any way which we can be of use to them in our line of business.
All deposits are subject to Check at Sight without notice.
One of our firm is a member of the New York Stock Exchange, and we give particular attention to orders by mail, telegraph or in person, for the purchase or sale, on Commission, of Bonds and Stocks.
A portion of your business is respectfully solicited.

GEO. K. SISTARE'S SONS.



Spencer Trask & Co.,

Bankers,

Nos. 16 & 18 Broad Street,

NEW YORK CITY.

Albany, N. Y., State Street, cor. James.
Saratoga, Grand Union Hotel.
Providence, R. I., 5 & 7 Exchange Street.

Transact a General Banking Business.

All Classes of Securities Bought and Sold on Commission, and Carried on Margins.

Interest Allowed on Daily Balances.
Deposits Received Subject to Sight Checks.

Direct Private Wires to each Office, and to

Philadelphia,	Boston,	Worcester, Mass.,
132 South Third St.	20 Congress St.,	415 Main St.
	63 Federal St.,	
	60 State St.	

Also to Board of Trade, CHICAGO, *by loop.*